Partners in UK offshore wind

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Consultation Report Appendices - Part 3 (D1 - E1)

Planning Inspectorate Reference Number: EN010136

Document Number: MRCNS-J3303-RPS-10020

Document Reference: E3.3

APFP Regulations: 5(2)(q)

April 2024

F01

Image of an offshore wind farm

www.morganandmona.com/morgan

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Application	Camargue	Morgan Offshore Wind Ltd	Morgan Offshore Wind Ltd	April 2024

Prepared by:

RPS

Prepared for:

Morgan Offshore Wind Ltd.

Contents

Appendix D: Statutory Consultation

D.1. Statement of Community Consultation

Partners in UK offshore wind

Morgan Offshore Wind Project: Generation Assets

Statement of Community Consultation

Contents

1 Introduction

1.1 Overview of the SoCC

This Statement of Community Consultation (SoCC) sets out how we propose to consult on our proposals for the Morgan Offshore Wind Project Generation Assets application ('the Project'), as part of the Morgan Offshore Wind Project.

The Project sits entirely at sea and so there is no requirement to prepare this SoCC under the Planning Act (2008) (the 'Planning Act'). However, we understand that consultation is an integral part of developing our proposals. This SoCC therefore sets out how the Project proposes to consult with those that may be affected by our proposals during the pre-application phase, in accordance with the principles of the Planning Act.

We have publicised this SoCC through public notices in the Blackpool Gazette and the Lancashire Evening Post, as the newspapers serving the closest coastal communities to the Project.

This SoCC sets out the following:

- Purpose of community consultation
- A summary of the Project
- An overview of the planning process
- Information on why the project is required
- Who will be consulted, where and when the consultation will take place
- How the consultation will be undertaken
- Where people can view consultation materials and find out more
- The importance of feedback and how people can provide their comments

1.2 Why we are consulting

The consultation is an important opportunity for local communities (including residents, businesses and organisations) to have their say on and influence our proposals.

The consultation is designed to help people understand the consultation process and participate by providing feedback, which will help shape our proposals. All of the feedback we receive will be logged and responses will be provided as a part of the Consultation Report to be submitted with the final application.

As a project, we are committed to delivering an open, constructive, collaborative and solutions-focused consultation, listening to our stakeholders and engaging with respect and integrity.

1.3 Why the Project is needed

To achieve the UK's commitment to reach net zero by 2050, offshore wind has a vital role to play. Our project will be operational by 2030, leading the way in decarbonising the UK.

The fight against climate change

Climate change is one of the biggest challenges the world faces. It is affecting every country and we must all play a role in helping to combat it. In 2015, representatives from the international community met in Paris to agree a global response to the changing climate. In total, 197 countries signed the Paris Agreement to keep temperature rises "well below" 1.5^{0}C to avoid the worst impacts of climate change. The delegates met again in Glasgow in 2021, where they agreed that more action was needed to achieve the 1.5^{0}C aim and pledged to make the 2020s a decade of climate action and support.

In the UK, the government has committed to ambitious plans that will put the country at the forefront of the fight for a greener future. As part of these plans, we will need to reduce greenhouse gas emissions to net zero by 2050. To achieve this, we will need to change how we heat our homes, power our vehicles and, importantly, how we generate our electricity.

UK Government policies and offshore wind

The commitments the UK has made to achieving net zero are enshrined in law. To reach our climate goals, the UK government has adopted a number of strategies for achieving net zero – most notably the 10-point Plan for a Green Industrial Revolution and the Net Zero Strategy: Build Back Greener. These plans recognise the importance of offshore wind in achieving net zero goals in the UK. In fact, 'advancing offshore wind' is point one in the UK government's 10-point plan.

The UK is a world leader in offshore wind and the seas around Britain are ideal for harnessing wind power. The UK already generates around 13GW of its power from offshore wind, which is more than any other country in the world. It plays an increasingly important role in our energy mix – for a period on 29 Jan 2022, offshore wind was providing 64 per cent of our total energy output. But we need to go a lot further.

1.4 About the developers

About EnBW

Energie Baden-Württemberg AG (EnBW) is one of the largest energy supply companies in Germany and Europe, with a workforce of 27,000 employees supplying energy to around 5.5 million customers. Installed renewable energy capacity will account for 50 percent of EnBW's generating portfolio by the end of 2025.

EnBW was among the pioneers in offshore wind power with its Baltic 1 wind farm in the Baltic Sea. EnBW has developed, constructed and operates four offshore wind farms in Germany with a total installed capacity of 945MW.

Another 960MW from the offshore wind farm He Dreiht are currently under development; the final investment decision in March 2023 cleared the way for the start of construction.

About bp

bp's purpose is to reimagine energy for people and our planet.

bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero.

This strategy will see bp transform from an international oil company producing resources – to an integrated energy company providing solutions to customers.

bp already has a significant onshore wind business in the US with a gross generating capacity of 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

2 The proposed development

2.1 Overview of the projects

Morgan Offshore Wind Limited, a joint venture between bp and Energie Baden-Wurttemberg AG (EnBW), is developing the Morgan Offshore Wind Project.

This wind farm is expected to generate approximately 1.5GW of energy and is located approximately 22km from the Isle of Man coastline and 36km from the north west coast of England. The wind farm is expected to be operational by 2030.

In addition to our application for the Project a separate application will be progressed for the Transmission Assets associated with the Morgan Offshore Wind Project.

The Morgan and Morecambe Offshore Wind Farms: Transmission Assets (known as the Transmission Assets) will be developed collaboratively with the Morecambe Offshore Windfarm. This approach is being progressed under the Offshore Transmission Network Review, led by the Department for Energy Security and Net Zero, which aims to simplify connecting offshore wind projects to the UK National Grid.

The Transmission Assets will comprise shared offshore and onshore export cable corridors, connected to onshore substations and onward connection to the national grid at Penwortham, Lancashire.

Morecambe Offshore Windfarm Ltd. will publish a SoCC relating to the Morecambe Offshore Windfarm Generation Assets which is a separate development proposal.

Generation and Transmission Assets explained:

This SoCC relates only to the Morgan Offshore Wind Project Generation Assets. Where we refer to 'the Project' this is what we mean. A separate SoCCs will be published for the Transmission Assets.

'Generation Assets' refers to the parts of the wind farms that generate the electricity. This includes the proposed offshore wind turbines, and associated infrastructure, such as the cabling that connects the turbines to the offshore export cables.

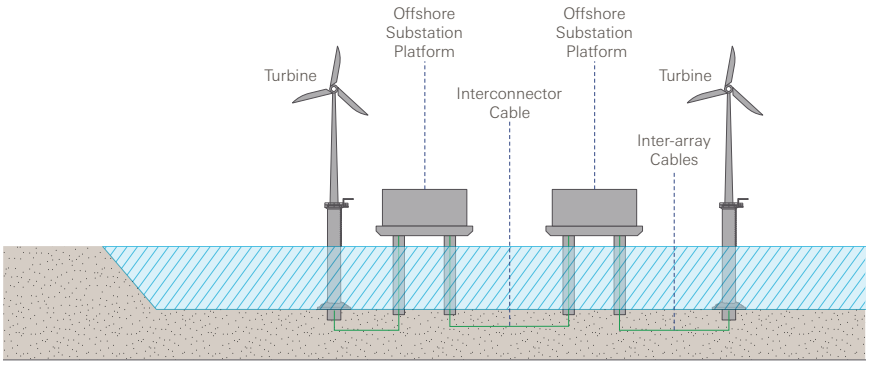
'Transmission Assets' refers to the elements that are responsible for connecting the 'Generation Assets' to the national grid, such as the offshore and onshore export cables and onshore substations.

2.2 What we are proposing to build

The Project will include:

- Wind turbine generators (up to 107 turbines)
- Offshore substation platform(s)
- Interconnector cables
- Inter-array cables

The proposed wind turbine generators and offshore substation platforms will be fixed to the seabed with foundation structures. The electricity generated by the wind turbine generators will then be transported to the national grid via the Transmission Assets project as described above.



The components of the Project

3 The planning process

The Project has a generating capacity in excess of 100MW, which means it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore it must apply for a Development Consent Order (DCO) under the Planning Act.

The DCO application will be examined by the Planning Inspectorate (PINS).

Following the submission of our application, the Planning Inspectorate will follow a number of steps to receive and review the application, seeking further comment from interested bodies and individuals. It will make a recommendation to either give or refuse consent, for a final decision to then be made by the Secretary of State for Energy Security and Net Zero.

More information on the planning process for NSIPs can be found at: www.infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf

How the DCO application process works:

1. **Consultation**
   The Project notifies consultees (in accordance with sections 42 and 48 of the Planning Act) on its proposed application, following earlier non-statutory consultation.

2. **Submission**
   The project will review the feedback received during the consultation and finalise the proposals, taking this feedback into account. A DCO application will then be submitted to the Planning Inspectorate, who will appoint the Examining Authority for the application.

3. **Acceptance**
   After the application is submitted, the Planning Inspectorate will decide whether it is suitable for examination.

4. **Pre-examination**
   If accepted for examination, there will be an opportunity for people to register their interest in the application with the Planning Inspectorate. Anyone registering an interest will be kept informed of the progress of the application, including when and how they can provide comments. A preliminary meeting will set the timetable for examination.

5. **Examination**
   The Examination is expected to last up to six months. People who have registered their interest will be able to send their comments to the Examining Authority and ask to speak at public hearings.

6. **Decision**
   Following the Examination, the Examining Authority will make a recommendation on the application to the Secretary of State for Energy Security and Net Zero. Ultimately, the decision as to whether or not to grant a DCO lies with the Secretary of State.

3.1 Our pre-application work so far

We are committed to early engagement with communities. This allows the people, communities, businesses and other stakeholders who may be impacted by our proposals to provide us with views and information that helps us to find the best possible designs and solutions.

Potential mitigation measures can be considered and, where appropriate, built into the proposed development before an application is submitted.

Morgan and Morecambe 2022 non-statutory consultation

We carried out a non-statutory consultation between 2 November and 13 December 2022. This was a shared consultation with the Morecambe Offshore Windfarm (generation assets) and the shared Transmission Assets. The aim of these consultation events was to allow members of the public to learn more about the projects, to ask questions and to discuss a wide range of topics about the different projects and how they relate to each other.

Following the conclusion of this non-statutory consultation, we analysed the feedback we received, along with conducting further technical impact assessments and design work to develop our proposals, ahead of further public consultation.

Environmental Impact Assessment (EIA)

The Project is required to produce an Environmental Impact Assessment (EIA) as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended, and The Marine Works (Environmental Impact Assessment) Regulations 2007.

The EIA process ensures that the likely effects of the Project are properly understood, including whether mitigation can be put in place. The application for development consent will therefore be accompanied by an Environmental Statement containing the results of the EIA.

Our team has produced our EIA Scoping Report setting out the intended scope of the EIA. It can be viewed fully on the EnBW-bp website by scanning the QR code.

Preliminary Environmental Information Report (PEIR)

We are also required to produce a Preliminary Environmental Information Report (PEIR), which is an important document within the consenting process relating to environmental considerations.

The PEIR contains the early findings of the EIA process, regarding the likely significant environmental effects of the project. It includes extensive details of how we have drawn our conclusions, such as survey methodologies and outcomes, and the feedback we have received as part of the ongoing consultation process.

It also sets out measures that could prevent, reduce or offset any environmental effects, identified as part of early assessments and consultation.

Consulting further on the PEIR itself gives consultees and stakeholders an opportunity to consider how we have used the information we have gathered and to provide further feedback. This is an important part of the consultation process, providing accountability, transparency and confidence.

The PEIR is a key part of this consultation and will be published in full on the consultation website www.morecambeandmorgan.com/morgan

Our EIA Scoping Report can be viewed by scanning this QR code


B2M1

4 This Consultation

4.1 Who we will consult

Section 47 of the Planning Act sets out that developers must provide a statement on how they intend to consult with those who live in the vicinity of the land. As the Project application sits entirely at sea, this SoCC has been prepared in line with principles of the Planning Act, and the Planning Inspectorate's pre-application guidance. In doing so, the SoCC aims to establish consultation which is proportionate to the proposals and the related potential environmental effects.

The Project has sought the views of the following, on the consultation strategy provided within this SoCC:

- Marine Management Organisation – in relation to potential impacts arising from the construction, operation and maintenance and decommissioning of the generation assets' offshore infrastructure on the environment and to commercial fisheries and other sea users.
- Local planning authorities – from where the turbines may be viewed, based on a preliminary identification of a worst-case impact area for the Seascape, Landscape and Visual Impact Assessment (SLVIA). This includes coastal local planning authorities along with the local planning authorities potentially affected by the Transmission Assets.

Where the Project may give rise to additional impacts which become apparent through the development process, additional and targeted consultation will be undertaken with those people and communities who could potentially be affected.

This process has also been informed by the feedback we received during our non-statutory consultation in 2022, in which we engaged a range of stakeholders from the coastal, island and maritime communities in and around the Irish Sea.

As well as directly engaging these groups during our statutory consultation, we will also contact a wide range of elected representatives in the areas which may be affected by SLVIA. In line with our approach to the 2022 non-statutory consultation, we will consult with local authorities, councillors, parish councils and parliamentarians.

We will also engage with the general public, encouraging participation through a combination of advertising and consultation events as detailed in sections 4.5 and 4.6 of this SoCC.

We also recognise that there are groups and individuals that may have difficulties taking part in the consultation process for a range of reasons. We made efforts to consult with these seldom heard groups and communities during our non-statutory consultation and will do so again in our statutory consultation.

We will engage with these consultees directly and will be inviting them to comment on our proposals during the consultation. We'll look carefully at all of the feedback we receive, and this will be considered to help finalise our proposals ahead of our application.

All the feedback we receive will be summarised in our Consultation Report, which will be an important part of our application for development consent.

4.2 What we will consult on

Our statutory phase of consultation will begin following the publication of this SoCC. This follows our non-statutory consultation in 2022.

Our approach to engagement and consultation is to seek general feedback on the proposals, including specific focuses on:

- The location for our offshore wind turbines and associated infrastructure
- How we can minimise the impacts of our project
- Our Preliminary Environmental Information Report

4.3 When we will consult

The statutory consultation will run from **19 April 2023 to 4 June 2023**.

The minimum consultation period is 28 days starting from the day after the publishing of consultation documents, such as the PEIR.

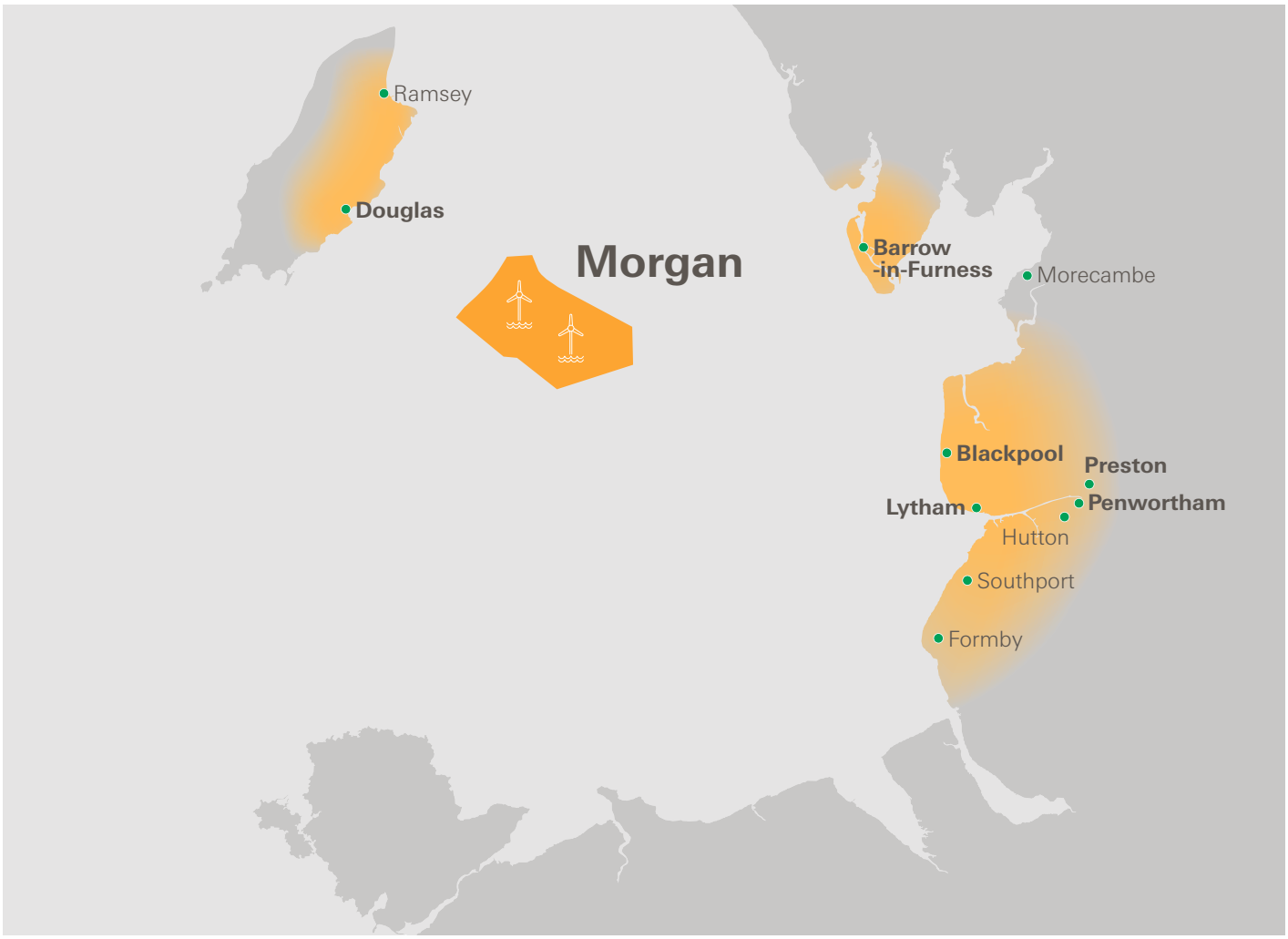
We are extending this period to give people as much opportunity as possible to provide their feedback.

More details about our previous consultations and the progress of the project beyond this point can be found in Section 4 (Our work so far) and Section 6 (Submitting feedback).

4.4 Where we will consult

We will hold public consultation events in the coastal communities that may be visually impacted by the Morgan Offshore Wind Project Generation Assets. Consultation materials will be distributed in public places in these communities.

We will promote the consultation through advertising and press releases in local newspapers that serve these communities.



4.5 How we will consult

We will consult using a variety of methods to help explain our proposals and encourage people to provide their comments.

Community materials

These materials will help people to understand the proposed development and provide their comments to the consultation. They will be easy to follow, use plain English and, where appropriate, make strong use of images and graphics.

- **Consultation postcards** – this A5 dual sided postcard will be sent to all residential and business addresses in the vicinity of the public consultation events. It will highlight the consultation dates and clearly explain where further information can be found, with a focus on encouraging people to visit the website or contact us via the project information channels. Details of the consultation exhibition events will also be included.
- **Website** – the project website will be the main public source of information and will be updated to explain the latest proposals. The website will make clear how people can take part in the consultation and what the deadline for feedback is. It will include an interactive feedback map of the proposals and a feedback form. All project materials will also be available on the website.
- **Consultation brochure** – this brochure will provide a summary of the latest proposals and details of the consultation using easily accessible, plain English. It will make clear how people can take part in the consultation and what the deadline for feedback is. The brochure will be available at consultation events, on request from the project team and made available on the website.
- **Feedback form** – this questionnaire will provide an easy way for people to record and submit their feedback. People will be able to submit feedback by filling in the printed form, or visiting our project website and completing the form online. The feedback form will be designed to encourage people to provide feedback specific to our proposals and also to provide wider feedback in relation to the proposed development. Forms will be available at our public consultation exhibitions and online.

A range of other materials, including the PEIR, will also be made available to help people better understand our proposals and provide us with their feedback.

Community events

To give local people the opportunity to meet the project team, better understand the proposals and ask any questions they may have, public consultation exhibitions will be held in the communities which may be directly affected by these proposals. We will decide which communities to engage based on the feedback to our non-statutory consultation.

Two types of events will be held:

- **Consultation events** – a series of public events for people to visit and meet the project team, find out about the project and ask any questions they might have.

The events will be located at accessible public locations. Project materials will be available at the event and people will be able to submit feedback.

- **Pop-up events** – members of the team will be out and about in the communities, to provide information on the project and answer any questions people might have. These events will be located in areas where people are going about their daily activities such as supermarkets, leisure venues and transport hubs.

The events, which will be publicised in the postcard, via print and online advertising and on the project website, will be held at the locations and times listed here.

Consultation events

These are drop-in events, meaning you can come along at any time between the hours stated below. There will be printed materials and members of the project team there for you to talk to and find out more.

Please check **www.morecambeandmorgan.com/morgan** before attending a consultation event in case of any unforeseen changes.

Location	Date	Time
Winter Gardens Blackpool 97 Church Street, Blackpool FY1 1HL	Weds 10 May	3pm to 7pm
Fylde Rugby Football Club Woodlands Memorial Ground, Blackpool Road, Lytham St Annes FY8 4EL	Fri 12 May	3pm to 7pm
Kingsfold Methodist Church Hawksbury Drive, Kingsfold, Penwortham PR1 9EN	Sat 13 May	10am to 1pm
Ramsey Town Hall Parliament Square, Ramsey, Isle of Man IM8 1RT	Thurs 18 May	3pm to 7pm
Douglas Borough Council Town Hall, Ridgeway Street, Douglas, Isle of Man IM99 1AD	Fri 19 May	3pm to 7pm
Hutton Village Hall Moor Lane, Hutton, Preston PR4 5SE	Mon 22 May	3pm to 7pm
Royal Clifton Hotel Southport Promenade, Southport PR8 1RB	Weds 24 May	4pm to 8pm

Pop-up events

These are smaller-scale events in areas of high footfall, but still a great way to meet the project team and ask any questions you may have.

Location	Date	Time
Barrow Park Leisure Centre Greengate Street, Barrow-in-Furness LA13 9DT	Thurs 11 May	10am to 1pm
Affinity Outlet Shopping Lancashire Anchorage Road, Fleetwood FY7 6AE	Tues 23 May	10am to 1pm
Preston Market 28 Market Street, Preston PR1 2AR	Weds 24 May	10am to 1pm
Waitrose & Partners Formby Three Tuns Lane, Formby, Liverpool L37 4AJ	Thurs 25 May	10am to 1pm
JunctionONE Retail Park Bidston Moss, Wallasey CH44 2HE	Thurs 25 May	3pm to 6pm

We will also hold an online webinar. This will be publicised in consultation materials and people will be able to register online. The webinar will consist of an overview presentation about the project and a Q&A session, with a range of project team members available to answer questions.

It is our preference to hold a range of in-person and online events. But in the event that we are unable to hold events in-person (for example as a result of extreme weather or new Covid restrictions), we will make alternative arrangements to deliver a larger, broader range of online consultation events.

Reference locations

Printed copies of our SoCC and our consultation brochure will be available to view at the following locations. Please call your nearest venue to check the most up to date opening times.

Enquiries and information

The project will operate a freephone enquiry line answer phone service during the consultation. People will be able to leave a message and a member of the project team will respond swiftly.

Deposit locations

These are publicly accessible venues where printed copies of the SoCC, consultation brochure, PEIR, NTS and feedback form can be viewed.

Isle of Man

Location	Opening times
Henry Bloom Noble Library 8 Duke Street, Douglas, Isle of Man IM1 2AY	Mon-Weds and Fri: 8.30am to 5pm Thurs: 10am to 7pm Sat: 9am to 4pm
Ramsey Town Library Parliament Square, Ramsey, Isle of Man IM8 1RT	Mon-Thurs and Sat: 9am to 4:30pm Fri: 9am to 4:00pm

North West

Location	Opening times
Abbots Vale Community Centre Barrow-in-Furness LA13 9PA	Mon-Fri: 9am to 8pm
Barrow-in-Furness Main Public Library Barrow-in-Furness, Ramsden Square LA14 1LL	Mon-Thurs: 9:30am to 6pm Fri: 9:30am to 5pm Sat: 10am to 4pm
Egremont Community Centre Egremont Mission, Guildford Street, Wallasey CH44 0BP	Mon-Fri: 9am to 4pm
Penwortham Town Council and Community Centre, Kingsfold Drive, Penwortham, Preston PR1 9EQ	Mon-Thurs: 10am to 3pm Fri: 10am to 12pm
Preston City Council Town Hall, Lancaster Road, Preston, PR1 2RL	Mon-Weds and Fri: 9am to 5pm Thurs: 10am to 5pm
Southport Library Lord Street, Southport PR8 1DJ	Mon-Fri: 10am to 5pm Sat: 10am to 2pm

Using our project website:
[redacted]

[redacted]

[redacted]

Write to our freepost address:
Freepost MORGAN

Online event

If you can't make it along to an in-person event, you can register to attend our online event from 19 April 2023 by scanning the QR code below, or visiting **www.morecambeandmorgan.com/morgan**. This event will include a presentation by the project team and a question-and-answer session.

Location	Date	Time
This online event will take place on Zoom.	Weds 3 May	6pm to 7pm

4.6 Publicising the consultation

- **Advertising** – the project will run two rounds of advertising in local media – in advance of the launch and close of consultation, encouraging people to take part. This will consist of print advertising in newspapers in circulation in appropriate local planning authorities, for example relevant coastal authorities. We will also advertise online, using local media platforms.
- **Press releases** – news releases will be issued to local media during the consultation. A press release will be issued at the start of consultation and another two weeks before the close of consultation, encouraging people to take part.
- **Social media** – promoting the consultation on social media channels that are owned and managed by Morgan Offshore Wind Project.
- **Public notices** – the project will also take out public notices in local and national newspapers, in accordance with the principles set out in the by the Planning Act.
- **Posters** – will be printed and issued for display via relevant local planning authorities venues hosting events and to other local venues such as supermarkets, shops and libraries.
- **Letters** – will be sent to key stakeholders including local councillors, inviting them to take part and to encourage others to do so. Letters will also be sent to other relevant interest groups and local community organisations.

4.7 Seldom heard groups

To allow people to engage with the consultation at their own convenience, the project has designed a 'digital first' consultation. This allows people to take part even if they cannot attend a consultation event.

The online webinar will be open to anyone to attend and ask questions of the project team. All information will be available on the website and people are encouraged to submit feedback using the online feedback map or online feedback form.

People will be able to ask questions and find out more by calling the enquiry line or using the freepost or email addresses.

For those who are less comfortable engaging digitally, we have developed the consultation to be accessible and this has played an important role in planning consultation activities.

Community events will be held in accessible public locations over a number of different days, and at different times of day, to encourage attendance.

We will ensure that venues are accessible via public transport, have sufficient parking and are easy to navigate.

We recognise that some individuals or groups may have difficulties taking part in the consultation process for a range of reasons. We have identified a number of organisations representing seldom heard groups in the area.

As with our non-statutory consultation, these organisations will be written to at the start of the consultation. Requests for specific consultation activities will be planned and agreed with the requesting organisation so that our activities best meet the needs of those it represents.

We will provide key consultation documents in other formats to meet accessibility requirements upon request, such as large print, Braille or audio versions.

4.8 Requests for documents

We will respond to reasonable requests for further copies of documents. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply, to be paid by the recipient in advance.

5 Submitting feedback

5.1 How to submit feedback

The consultation is an important opportunity for affected people, groups and communities to have their say on the final proposals, prior to application for development consent.

There are several ways to submit feedback:

Everyone submitting their comments to us (and providing their contact details) will receive an acknowledgement that their feedback has been received.

We are not able to respond individually to every question, but the themes and issues raised during this consultation will be summarised in our Consultation Report, which will be published as part of our DCO application.

We will reply to queries received about the logistics of the consultation itself, details of the events being held, availability of consultation materials or advice on how to submit a response. The project takes data privacy seriously and all data will be held in line with GDPR best practice.

Feedback map – this interactive map of the proposals allows people to drop a pin and leave comments online and / or attach files (such as document or images) to their feedback.

Feedback form – available on the project website www.morecambeandmorgan.com/morgan, at consultation events or by request from the consultation team

By email – [redacted]

In writing – Freepost MORGAN (please be advised it is not possible to send registered post to a freepost address)

5.2 What happens next

At the close of consultation, we will look carefully at all the feedback we've received, alongside further technical assessments, and finalise our proposals.

If, as a result of the feedback, the project changes to the extent that it is necessary to carry out further consultation, this further consultation will be carried out in accordance with the principles set out in this SoCC and targeted geographically as is appropriate.

A Consultation Report will be produced that sets out how feedback from all of our consultations has shaped the design of the proposed development.

The Consultation Report will include a summary of consultation responses, including how this feedback was considered and how it may be used. It will detail the consultation process, demonstrating how it was undertaken in accordance with this SoCC, and how it met all legal requirements.

Morgan Offshore Wind Limited will then submit a DCO application to the Planning Inspectorate.

5.3 Indicative timeline

Indicative timeline
(as of publication April 2023)

2023

Statutory consultation on Morgan offshore wind farm

2024

Application submitted for Development Consent (DCO)

2026

Earliest anticipated commencement of construction

2028/29

Expected start – Commercial Operations Date (COD)

6 Contact us

Find out more on our website **www.morecambeandmorgan.com/morgan** or use this QR code

Phone: [redacted]

Email: [redacted]

Post:
Freepost MORGAN

EnBW | bp

Partners in UK offshore wind

Find out more on our website

[redacted]

[redacted]

Freepost MORGAN

[redacted]

D.2. Preparation of Statement of Community Consultation

D.2.1 First Draft Statement of Community Consultation

Partners in UK offshore wind

Morgan Offshore Wind Project: Generation Assets

Statement of Community Consultation

Contents

1 Introduction

1.1 Overview of the SoCC

This Statement of Community Consultation (SoCC) sets out how we propose to consult on our proposals for the Morgan Generation Assets application ('the Project'), as part of the Morgan Offshore Wind Project.

The Project sits entirely at sea and so there is no requirement to prepare this SoCC under the Planning Act (2008) (the 'Planning Act'). However, we understand that consultation is an integral part of developing our proposals. This SoCC therefore sets out the how the Project proposes to consult with those that may be affected by our proposals during the pre-application phase, in accordance with the principles of the Planning Act.

We have publicised this SoCC through public notices in the Blackpool Gazette and the Lancashire Evening Post, as the newspapers serving the closest coastal communities to the Project.

This SoCC sets out the following:

- Purpose of community consultation
- A summary of the Project
- An overview of the planning process
- Information on why the project is required
- Who will be consulted, where and when the consultation will take place
- How the consultation will be undertaken
- Where people can view consultation materials and find out more
- The importance of feedback and how people can provide their comments

1.2 Why we are consulting

The consultation is an important opportunity for local communities (including residents, businesses and organisations) to have their say on and influence our proposals.

The consultation is designed to help people understand the consultation process and participate by providing feedback, which will help shape our proposals. All of the feedback we receive will be logged and responses will be provided as a part of the Consultation Report to be submitted with the final application.

As a project, we are committed to delivering an open, constructive, collaborative and solutions-focused consultation, listening to our stakeholders and engaging with respect and integrity.

1.3 Why the Project is needed

To achieve the UK's commitment to reach net zero by 2050, offshore wind has a vital role to play. Our project will be operational by 2030, leading the way in decarbonising the UK.

The fight against climate change

Climate change is one of the biggest challenges the world faces. It is affecting every country and we must all play a role in helping to combat it. In 2015, representatives from the international community met in Paris to agree a global response to the changing climate. In total, 197 countries signed the Paris Agreement to keep temperature rises "well below" 1.5^{0}C to avoid the worst impacts of climate change. The delegates met again in Glasgow in 2021, where they agreed that more action was needed to achieve the 1.5^{0}C aim and pledged to make the 2020s a decade of climate action and support.

In the UK, the government has committed to ambitious plans that will put the country at the forefront of the fight for a greener future. As part of these plans, we will need to reduce greenhouse gas emissions to net zero by 2050. To achieve this, we will need to change how we heat our homes, power our vehicles and, importantly, how we generate our electricity.

UK Government policies and offshore wind

The commitments the UK has made to achieving net zero are enshrined in law. To reach our climate goals, the UK government has adopted a number of strategies for achieving net zero – most notably the 10-point Plan for a Green Industrial Revolution and the Net Zero Strategy: Build Back Greener. These plans recognise the importance of offshore wind in achieving net zero goals in the UK. In fact, 'advancing offshore wind' is point one in the UK government's 10-point plan.

The UK is a world leader in offshore wind and the seas around Britain are ideal for harnessing wind power. The UK already generates around 13GW of its power from offshore wind, which is more than any other country in the world. It plays an increasingly important role in our energy mix – for a period on 29 Jan 2022, offshore wind was providing 66 per cent of our total energy output. But we need to go a lot further.

1.4 About the developers

About EnBW

Energie Baden-Württemberg AG is one of the largest energy supply companies in Germany and supplies electricity, gas, water, energy solutions and energy industry services to around 5.5 million customers.

EnBW was among the pioneers in offshore wind power with its Baltic 1 offshore wind farm in the Baltic Sea.

Since the beginning of its corporate transformation in 2013, EnBW has successfully invested nearly €5 billion in its renewable energies segment. Around another €4 billion is to be invested by 2025, primarily in further expanding wind and solar energy, meaning that half of the EnBW generation portfolio will be comprised of renewable energies by 2025.

About bp

bp's purpose is to reimagine energy for people and our planet.

bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero.

This strategy will see bp transform from an international oil company producing resources – to an integrated energy company providing solutions to customers.

bp already has a significant onshore wind business in the US with a gross generating capacity of 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

2 The proposed development

2.1 Overview of the projects

Morgan Offshore Wind Limited, a joint venture between bp and Energie Baden-Wurttemberg AG (EnBW), is developing the Morgan Offshore Wind Project.

This wind farm is expected to generate approximately 1.5GW of energy and is located approximately 22km from the Isle of Man coastline and 36km from the north west coast of England. The wind farm is expected to be operational by 2030.

Three separate consent applications will be progressed:

- Morgan Offshore Wind Project (generation assets only)
- Morecambe Offshore Windfarm (generation assets only)
- Morgan and Morecambe Offshore Wind Farms: Transmission Assets (known as the Transmission Assets)

The Transmission Assets will be developed collaboratively with the Morecambe Offshore Windfarm. This approach is being progressed under the Offshore Transmission Network Review, led by the Department for Business, Energy and Industrial Strategy (BEIS), which aims to simplify connecting offshore wind projects to the UK National Grid.

The Transmission Assets will comprise shared offshore and onshore export cable corridors, connected to onshore substation(s) and onward connection to the national grid at Penwortham, Lancashire.

Separate SoCCs will be published for the Morecambe Offshore Windfarm and the Transmission Assets.

Generation and Transmission Assets explained:

'Generation Assets' refers to the parts of the wind farms that generate the electricity. This includes the proposed offshore wind turbines, and associated infrastructure, such as the cabling that connects the turbines to the offshore export cables.

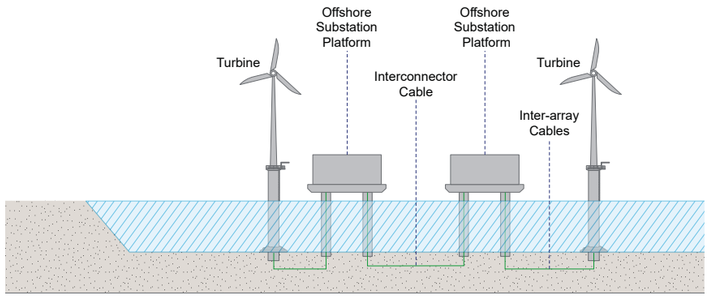
'Transmission Assets' refers to the elements that are responsible for connecting the 'Generation Assets' to the national grid, such as the offshore and onshore export cables and onshore substation(s).

2.2 What we are proposing to build

The Morgan Offshore Wind Project will include:

- Wind turbine generators (up to 107 turbines)
- Offshore substation platform(s)
- Interconnector cables
- Inter-array cables

The proposed wind turbine generators and offshore substation platforms will be fixed to the seabed with foundation structures. The electricity generated by the wind turbine generators will then be transported to the national grid via the Transmission Assets project as described above.



The components of the Morgan Offshore Wind Project

3 The planning process

The Morgan Offshore Wind Project has a generating capacity in excess of 100MW, which means it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore it must apply for a Development Consent Order (DCO) under the Planning Act.

The DCO application will be examined by the Planning Inspectorate (PINS).

Following the submission of our application, the Planning Inspectorate will follow a number of steps to receive and review the application, seeking further comment from interested bodies and individuals. It will make a recommendation to either give or refuse consent, for a final decision to then be made by the Secretary of State for Energy Security and Net Zero.

More information on the planning process for NSIPs can be found at: infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf

How the DCO application process works:

1 Consultation
The Project notifies consultees (in accordance with sections 42 and 48 of the Planning Act) on its proposed application, following earlier non-statutory consultation.

2 Submission
The project will review the feedback received during the consultation and finalise the proposals, taking this feedback into account. A DCO application will then be submitted to the Planning Inspectorate, who will appoint the Examining Authority for the application.

3 Acceptance
After the application is submitted, the Planning Inspectorate will decide whether it is suitable for examination.

4 Pre-examination
If accepted for examination, there will be an opportunity for people to register their interest in the application with the Planning Inspectorate. Anyone registering an interest will be kept informed of the progress of the application, including when and how they can provide comments. A preliminary meeting will set the timetable for examination.

5 Examination
The Examination lasts up to six months. People who have registered their interest will be able to send their comments to the Examining Authority and ask to speak at public hearings.

6 Decision
Following the Examination, the Examining Authority will make a recommendation on the application to the Secretary of State for Energy Security and Net Zero. Ultimately, the decision as to whether or not to grant a DCO lies with the Secretary of State.

3.1 Our pre-application work so far

We are committed to early engagement with communities. This allows the people, communities, businesses and other stakeholders who may be impacted by our proposals to provide us with views and information that helps us to find the best possible designs and solutions.

Potential mitigation measures can be considered and, where appropriate, built into the proposed development before an application is submitted.

Morgan and Morecambe 2022 non-statutory consultation

We carried out a non-statutory consultation between 2 November and 13 December 2022. This was a shared consultation with the Morecambe Offshore Windfarm (generation assets) and the shared Transmission Assets. The aim of these consultation events was to allow members of the public to learn more about the projects, to ask questions and to discuss a wide range of topics about the different projects and how they relate to each other.

Following the conclusion of this non-statutory consultation, we analysed the feedback we've received, along with conducting further technical impact assessments and design work to develop our proposals, ahead of further public consultation.

Environmental Impact Assessment (EIA)

The Morgan Offshore Wind Farm project is required to produce an Environmental Impact Assessment (EIA) as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended, and The Marine Works (Environmental Impact Assessment) Regulations 2007.

The EIA process ensures that the likely effects of the Project are properly understood, including whether mitigation can be put in place. The application for development consent will therefore be accompanied by an Environmental Statement containing the results of the EIA.

Our team has produced our EIA Scoping Report setting out the intended scope of the EIA. It can be viewed fully on the EnBW-bp website on this page [link here]

Preliminary Environmental Information Report (PEIR)

We are also required to produce a Preliminary Environmental Information Report (PEIR), which is an important document within the consenting process relating to environmental considerations.

The PEIR contains the early findings of the EIA process, regarding the likely significant environmental effects of the project. It includes extensive details of how we have drawn our conclusions, such as survey methodologies and outcomes, and the feedback we have received as a part of the ongoing consultation process.

It also sets out measures that could prevent, reduce or offset any environmental effects, identified as part of early assessments and consultation.

Consulting further on the PEIR itself gives consultees and stakeholders opportunity to consider how we have used the information we have gathered and to provide further feedback. This is an important part of the consultation process, providing accountability, transparency and confidence.

The PEIR is a key part of this consultation and will be published in full on the consultation website [link here].

4 This Consultation

4.1 Who we will consult

Section 47 of the Planning Act sets out that developers must provide a statement on how they intend to consult with those who live in the vicinity of the land. As the Morgan Offshore Wind Farm generation assets application sits entirely at sea, this SoCC has been prepared in line with principles of the Planning Act, and the Planning Inspectorate's pre-application guidance. In doing so, the SoCC aims to establish consultation which is proportionate to the proposals and the related potential environmental effects.

The Project has sought the views of the following, on the consultation strategy provided within this SoCC:

- Marine Management Organisation – in relation to potential impacts arising from the construction, operation and maintenance and decommissioning of the generation assets' offshore infrastructure on the environment and to commercial fisheries and other sea users.
- Local planning authorities – from where the turbines may be viewed, based on a preliminary identification of a worst-case impact area for the Seascape, Landscape and Visual Impact Assessment. This includes coastal local planning authorities closest and adjacent to the Project, along with the local planning authorities related to the Transmission Assets application.

Where the Project may give rise to additional impacts which become apparent through the development process, additional and targeted consultation will be undertaken with those people and communities who could potentially be affected.

This process has also been informed by the feedback we received during our non-statutory consultation in 2022, in which we engaged a range of stakeholders from the coastal, island and maritime communities in and around the Irish Sea.

As well as directly engaging these groups during our statutory consultation, we will also contact a wide range of elected representatives in the areas which may be affected by SLVIA. In line with our approach to the 2022 non-statutory consultation, we will consult with local authorities, councillors, parish councils and parliamentarians.

We will also engage with the general public, encouraging participation through a combination of advertising and consultation events as detailed in sections 4.5 and 4.6 of this SoCC.

We also recognise that there are groups and individuals that may have difficulties taking part in the consultation process for a range of reasons. We made efforts to consult with these seldom heard groups and communities during our non-statutory consultation and will do so again in our statutory consultation.

We will engage with these consultees directly and will be inviting them to comment on our proposals during the consultation. We'll look carefully at all of the feedback we receive, and this will be considered to help finalise our proposals ahead of our application.

All the feedback we receive will be summarised in our Consultation Report, which will be an important part of our application for development consent.

4.2 What we will consult on

Our statutory phase of consultation will begin following the publication of this SoCC. This follows our non-statutory consultation in 2022.

Our approach to engagement and consultation is to seek general feedback on the proposals, including specific focuses on:

- The location for our offshore wind turbines and associated infrastructure
- How we can minimise the impacts of our project
- Our Preliminary Environmental Information Report

4.3 When we will consult

The statutory consultation will run for eight weeks, between DATE and DATE.

The minimum consultation period is 28 days starting from the day after the publishing of consultation documents, such as the PEIR.

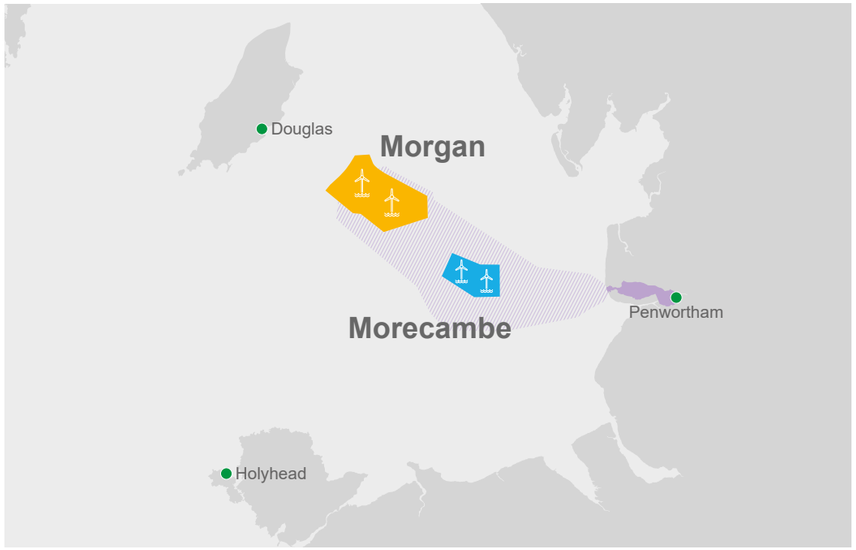
We are extending this period to give people as much opportunity as possible to provide their feedback.

More details about our previous consultations and the progress of the project beyond this point can be found in Section 4 (Our work so far) and Section 6 (Submitting feedback).

4.4 Where we will consult

We will hold public consultation events in the coastal communities that may be visually impacted by the Morgan Offshore Wind Project (Generation Assets). Consultation materials will be distributed in public places in these communities.

We will promote the consultation through advertising and press releases in local newspapers that serve these communities.



4.5 How we will consult

We will consult using a variety of methods to help explain our proposals and encourage people to provide their comments.

Community materials

These materials will help people to understand the proposed development and provide their comments to the consultation. They will be easy to follow, use plain English and, where appropriate, make strong use of images and graphics.

- **Consultation postcards** – this A5 dual sided postcard will be sent to all residential and business addresses in the vicinity of the public consultation events. It will highlight the consultation dates and clearly explain where further information can be found, with a focus on encouraging people to visit the website or contact us via the project information channels. Details of the consultation exhibition events will also be included.
- **Website** – the project website ([link]) will be the main public source of information and will be updated to explain the latest proposals. The website will make clear how people can take part in the consultation and what the deadline for feedback is. It will include an interactive feedback map of the proposals and a feedback form. All project materials will also be available on the website.
- **Consultation brochure** – this brochure will provide a summary of the latest proposals and details of the consultation using easily accessible, plain English. It will make clear how people can take part in the consultation and what the deadline for feedback is. The brochure will be available at consultation events, on request from the project team and made available on the website.
- **Feedback form** – this questionnaire will provide an easy way for people to record and submit their feedback. People will be able to submit feedback by filling in the printed form, or visiting our project website and completing the form online. The feedback form will be designed to encourage people to provide feedback specific to our proposals and also to provide wider feedback in relation to the proposed development. Forms will be available at our public consultation exhibitions and online.

A range of other materials, including the PEIR, will also be made available to help people better understand our proposals and provide us with their feedback.

Community events

To give local people the opportunity to meet the project team, better understand the proposals and ask any questions they may have, public consultation exhibitions will be held in the communities which may be directly affected by these proposals. We will decide which communities to engage based on the feedback to our non-statutory consultation.

Two types of events will be held:

- **Consultation events** – a series of public events for people to visit and meet the project team, find out about the project and ask any questions they might have.

The events will be located at accessible public locations. Project materials will be available at the event and people will be able to submit feedback.

- **Pop-up events** – members of the team will be out and about in the communities, to provide information on the project and answer any questions people might have. These events will be located in areas where people are going about their daily activities such as supermarkets, leisure venues and transport hubs.

The events, which will be publicised in the postcard, via print and online advertising and on the project website, will be held at the locations and times listed here.

Consultation events

Date	Time	Venue
x	xpm-xpm	**x**
x	xpm-xpm	**x**
x	xpm-xpm	**x**

Pop-up events

Date	Time	Venue
x	xpm-xpm	**x**
x	xpm-xpm	**x**
x	xpm-xpm	**x**

Publicly accessible venues where printed copies of the SoCC and consultation materials can be viewed

Location	Address	Tel:
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x

We will also hold an online webinar. This will be publicised in consultation materials and people will be able to register online. The webinar will consist of an overview presentation about the project and a Q&A session, with a range of project team members available to answer questions.

It is our preference to hold a range of in-person and online events. But in the event that we are unable to hold events in-person (for example as a result of extreme weather or new Covid restrictions), we will make alternative arrangements to deliver a larger, broader range of online consultation events.

Reference locations

Printed copies of our SoCC and our consultation brochure will be available to view at the following locations. Please call your nearest venue to check the most up to date opening times.

Enquiries and information

The project will operate a freephone enquiry line answer phone service during the consultation. People will be able to leave a message and a member of the project team will respond swiftly.

Using our project website:
www morecambeandmorgan com

[redacted]

[redacted]

[redacted]

4.6 Publicising the consultation

- **Advertising** – the project will run two rounds of advertising in local media – in advance of the launch and close of consultation, encouraging people to take part. This will consist of print advertising in newspapers in circulation in appropriate local planning authorities, for example relevant coastal authorities. We will also advertise online, using local media platforms and Google.
- **Press releases** – news releases will be issued to local media during the consultation. A press release will be issued at the start of consultation and another two weeks before the close of consultation, encouraging people to take part.
- **Social media** – promoting the consultation on social media channels that are owned and managed by Morgan Offshore Wind Project.
- **Public notices** – the project will also take out public notices in local and national newspapers, as required by the Planning Act.
- **Posters** – will be printed and issued for display via relevant local planning authorities venues hosting events and to other local venues such as supermarkets, shops and libraries.
- **Letters** – will be sent to key stakeholders including local councillors, inviting them to take part and to encourage others to do so. Letters will also be sent to other relevant interest groups and local community organisations.

4.7 Seldom heard groups

To allow people to engage with the consultation at their own convenience, the project has designed a 'digital first' consultation. This allows people to take part even if they cannot make a consultation event.

The online webinar will be open to anyone to attend and ask questions of the project team. All information will be available on the website and people are encouraged to submit feedback using the online feedback map or online feedback form.

People will be able to ask questions and find out more by calling the enquiry line or using the freepost or email addresses.

For those who are less comfortable engaging digitally, we have developed the consultation to be accessible and this has played an important role in planning consultation activities.

Community events will be held in accessible public locations over a number of different days, and at different times of day, to encourage attendance.

We will ensure that venues are accessible via public transport, have sufficient parking and are easy to navigate.

We recognise that some individuals or groups may have difficulties taking part in the consultation process for a range of reasons. We have identified a number of organisations representing seldom heard groups in the area (Appendix 1).

As with our non-statutory consultation, these organisations will be written to at the start of the consultation. Requests for specific consultation activities will be planned and agreed with the requesting organisation so that our activities best meet the needs of those it represents.

We will provide key consultation documents in other formats to meet accessibility requirements upon request, such as large print, braille or audio versions.

4.8 Requests for documents

We will respond to reasonable requests for further copies of documents. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply, to be paid by the recipient in advance.

5 Submitting feedback

5.1 How to submit feedback

The consultation is an important opportunity for affected people, groups and communities to have their say on the final proposals, prior to application for development consent.

There are several ways to submit feedback:

Everyone submitting their comments to us (and providing their contact details) will receive an acknowledgement that their feedback has been received.

We are not able to respond individually to every question, but the themes and issues raised during this consultation will be summarised in our Consultation Report, which will be published as part of our DCO application.

We will reply to queries received about the logistics of the consultation itself, details of the events being held, availability of consultation materials or advice on how to submit a response. The project takes data privacy seriously and all data will be held in line with GDPR best practice.

Feedback map – this interactive map of the proposals allows people to drop a pin and leave comments online and / or attach files (such as document or images) to their feedback.

Feedback form – available on the project website www morecambeandmorgan com, at consultation events or by request from the consultation team

By email – [redacted]

In writing – Freepost MORECAMBE AND MORGAN (please be advised it is not possible to send registered post to a freepost address)

5.2 What happens next

At the close of consultation, we will look carefully at all the feedback we've received, alongside further technical assessments, and finalise our proposals.

If, as a result of the feedback, the project changes to the extent that it is necessary to carry out further consultation, this further consultation will be carried out in accordance with the principles set out in this SoCC and targeted geographically as is appropriate.

A Consultation Report will be produced that sets out how feedback from all of our consultations has shaped the design of the proposed development.

The Consultation Report will include a summary of consultation responses, including how this feedback was considered and how it may be used. It will detail the consultation process, demonstrating how it was undertaken in accordance with this SoCC, and how it met all legal requirements.

Morgan Offshore Wind Limited will then submit a DCO application to the Planning Inspectorate.

5.3 Indicative timeline

Indicative timeline
(as of publication 2022)

2023

Statutory consultations on Morecambe and Morgan offshore wind farms

2024

Applications submitted for Development Consent (DCOs)

2026

Earliest anticipated commencement of construction

2028/29

Expected start – Commercial Operations Dates (CODs)

6 Contact us

Find out more on our website
www morecambeandmorgan com
or use this QR code

Phone:
[redacted]

Email:
[redacted]

Post:
Freepost MORECAMBE AND MORGAN

EnBW | bp

Partners in UK offshore wind

[redacted]

[redacted]

Freepost MORECAMBE
AND MORGAN

[redacted]

D.2.2 Second Draft Statement of Community Consultation

Partners in UK offshore wind

Morgan Offshore Wind Project: Generation Assets

Statement of Community Consultation

Contents

1 Introduction

1.1 Overview of the SoCC

This Statement of Community Consultation (SoCC) sets out how we propose to consult on our proposals for the Morgan Generation Assets application ('the Project'), as part of the Morgan Offshore Wind Project.

The Project sits entirely at sea and so there is no requirement to prepare this SoCC under the Planning Act (2008) (the 'Planning Act'). However, we understand that consultation is an integral part of developing our proposals. This SoCC therefore sets out the how the Project proposes to consult with those that may be affected by our proposals during the pre-application phase, in accordance with the principles of the Planning Act.

We have publicised this SoCC through public notices in the Blackpool Gazette and the Lancashire Evening Post, as the newspapers serving the closest coastal communities to the Project.

This SoCC sets out the following:

- Purpose of community consultation
- A summary of the Project
- An overview of the planning process
- Information on why the project is required
- Who will be consulted, where and when the consultation will take place
- How the consultation will be undertaken
- Where people can view consultation materials and find out more
- The importance of feedback and how people can provide their comments

1.2 Why we are consulting

The consultation is an important opportunity for local communities (including residents, businesses and organisations) to have their say on and influence our proposals.

The consultation is designed to help people understand the consultation process and participate by providing feedback, which will help shape our proposals. All of the feedback we receive will be logged and responses will be provided as a part of the Consultation Report to be submitted with the final application.

As a project, we are committed to delivering an open, constructive, collaborative and solutions-focused consultation, listening to our stakeholders and engaging with respect and integrity.

1.3 Why the Project is needed

To achieve the UK's commitment to reach net zero by 2050, offshore wind has a vital role to play. Our project will be operational by 2030, leading the way in decarbonising the UK.

The fight against climate change

Climate change is one of the biggest challenges the world faces. It is affecting every country and we must all play a role in helping to combat it. In 2015, representatives from the international community met in Paris to agree a global response to the changing climate. In total, 197 countries signed the Paris Agreement to keep temperature rises "well below" 1.5^{0}C to avoid the worst impacts of climate change. The delegates met again in Glasgow in 2021, where they agreed that more action was needed to achieve the 1.5^{0}C aim and pledged to make the 2020s a decade of climate action and support.

In the UK, the government has committed to ambitious plans that will put the country at the forefront of the fight for a greener future. As part of these plans, we will need to reduce greenhouse gas emissions to net zero by 2050. To achieve this, we will need to change how we heat our homes, power our vehicles and, importantly, how we generate our electricity.

UK Government policies and offshore wind

The commitments the UK has made to achieving net zero are enshrined in law. To reach our climate goals, the UK government has adopted a number of strategies for achieving net zero – most notably the 10-point Plan for a Green Industrial Revolution and the Net Zero Strategy: Build Back Greener. These plans recognise the importance of offshore wind in achieving net zero goals in the UK. In fact, 'advancing offshore wind' is point one in the UK government's 10-point plan.

The UK is a world leader in offshore wind and the seas around Britain are ideal for harnessing wind power. The UK already generates around 13GW of its power from offshore wind, which is more than any other country in the world. It plays an increasingly important role in our energy mix – for a period on 29 Jan 2022, offshore wind was providing 66 per cent of our total energy output. But we need to go a lot further.

1.4 About the developers

About EnBW

Energie Baden-Württemberg AG is one of the largest energy supply companies in Germany and supplies electricity, gas, water, energy solutions and energy industry services to around 5.5 million customers.

EnBW was among the pioneers in offshore wind power with its Baltic 1 offshore wind farm in the Baltic Sea.

Since the beginning of its corporate transformation in 2013, EnBW has successfully invested nearly €5 billion in its renewable energies segment. Around another €4 billion is to be invested by 2025, primarily in further expanding wind and solar energy, meaning that half of the EnBW generation portfolio will be comprised of renewable energies by 2025.

About bp

bp's purpose is to reimagine energy for people and our planet.

bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero.

This strategy will see bp transform from an international oil company producing resources – to an integrated energy company providing solutions to customers.

bp already has a significant onshore wind business in the US with a gross generating capacity of 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

2 The proposed development

2.1 Overview of the projects

Morgan Offshore Wind Limited, a joint venture between bp and Energie Baden-Wurttemberg AG (EnBW), is developing the Morgan Offshore Wind Project.

This wind farm is expected to generate approximately 1.5GW of energy and is located approximately 22km from the Isle of Man coastline and 36km from the north west coast of England. The wind farm is expected to be operational by 2030.

Three separate consent applications will be progressed:

- Morgan Offshore Wind Project (generation assets only)
- Morecambe Offshore Windfarm (generation assets only)
- Morgan and Morecambe Offshore Wind Farms: Transmission Assets (known as the Transmission Assets)

The Transmission Assets will be developed collaboratively with the Morecambe Offshore Windfarm. This approach is being progressed under the Offshore Transmission Network Review, led by the Department for Business, Energy and Industrial Strategy (BEIS), which aims to simplify connecting offshore wind projects to the UK National Grid.

The Transmission Assets will comprise shared offshore and onshore export cable corridors, connected to onshore substation(s) and onward connection to the national grid at Penwortham, Lancashire.

Separate SoCCs will be published for the Morecambe Offshore Windfarm and the Transmission Assets.

Generation and Transmission Assets explained:

'Generation Assets' refers to the parts of the wind farms that generate the electricity. This includes the proposed offshore wind turbines, and associated infrastructure, such as the cabling that connects the turbines to the offshore export cables.

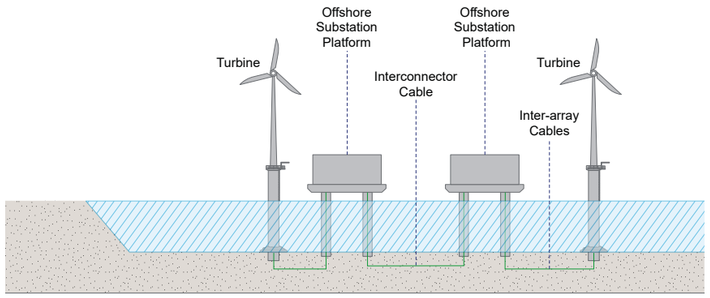
'Transmission Assets' refers to the elements that are responsible for connecting the 'Generation Assets' to the national grid, such as the offshore and onshore export cables and onshore substation(s).

2.2 What we are proposing to build

The Morgan Offshore Wind Project will include:

- Wind turbine generators (up to 107 turbines)
- Offshore substation platform(s)
- Interconnector cables
- Inter-array cables

The proposed wind turbine generators and offshore substation platforms will be fixed to the seabed with foundation structures. The electricity generated by the wind turbine generators will then be transported to the national grid via the Transmission Assets project as described above.



The components of the Morgan Offshore Wind Project

3 The planning process

The Morgan Offshore Wind Project has a generating capacity in excess of 100MW, which means it is classified as a Nationally Significant Infrastructure Project (NSIP). Therefore it must apply for a Development Consent Order (DCO) under the Planning Act.

The DCO application will be examined by the Planning Inspectorate (PINS).

Following the submission of our application, the Planning Inspectorate will follow a number of steps to receive and review the application, seeking further comment from interested bodies and individuals. It will make a recommendation to either give or refuse consent, for a final decision to then be made by the Secretary of State for Energy Security and Net Zero.

More information on the planning process for NSIPs can be found at: infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf

How the DCO application process works:

1 Consultation
The Project notifies consultees (in accordance with sections 42 and 48 of the Planning Act) on its proposed application, following earlier non-statutory consultation.

2 Submission
The project will review the feedback received during the consultation and finalise the proposals, taking this feedback into account. A DCO application will then be submitted to the Planning Inspectorate, who will appoint the Examining Authority for the application.

3 Acceptance
After the application is submitted, the Planning Inspectorate will decide whether it is suitable for examination.

4 Pre-examination
If accepted for examination, there will be an opportunity for people to register their interest in the application with the Planning Inspectorate. Anyone registering an interest will be kept informed of the progress of the application, including when and how they can provide comments. A preliminary meeting will set the timetable for examination.

5 Examination
The Examination lasts up to six months. People who have registered their interest will be able to send their comments to the Examining Authority and ask to speak at public hearings.

6 Decision
Following the Examination, the Examining Authority will make a recommendation on the application to the Secretary of State for Energy Security and Net Zero. Ultimately, the decision as to whether or not to grant a DCO lies with the Secretary of State.

3.1 Our pre-application work so far

We are committed to early engagement with communities. This allows the people, communities, businesses and other stakeholders who may be impacted by our proposals to provide us with views and information that helps us to find the best possible designs and solutions.

Potential mitigation measures can be considered and, where appropriate, built into the proposed development before an application is submitted.

Morgan and Morecambe 2022 non-statutory consultation

We carried out a non-statutory consultation between 2 November and 13 December 2022. This was a shared consultation with the Morecambe Offshore Windfarm (generation assets) and the shared Transmission Assets. The aim of these consultation events was to allow members of the public to learn more about the projects, to ask questions and to discuss a wide range of topics about the different projects and how they relate to each other.

Following the conclusion of this non-statutory consultation, we analysed the feedback we've received, along with conducting further technical impact assessments and design work to develop our proposals, ahead of further public consultation.

Environmental Impact Assessment (EIA)

The Morgan Offshore Wind Farm project is required to produce an Environmental Impact Assessment (EIA) as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended, and The Marine Works (Environmental Impact Assessment) Regulations 2007.

The EIA process ensures that the likely effects of the Project are properly understood, including whether mitigation can be put in place. The application for development consent will therefore be accompanied by an Environmental Statement containing the results of the EIA.

Our team has produced our EIA Scoping Report setting out the intended scope of the EIA. It can be viewed fully on the EnBW-bp website on this page [link here]

Preliminary Environmental Information Report (PEIR)

We are also required to produce a Preliminary Environmental Information Report (PEIR), which is an important document within the consenting process relating to environmental considerations.

The PEIR contains the early findings of the EIA process, regarding the likely significant environmental effects of the project. It includes extensive details of how we have drawn our conclusions, such as survey methodologies and outcomes, and the feedback we have received as a part of the ongoing consultation process.

It also sets out measures that could prevent, reduce or offset any environmental effects, identified as part of early assessments and consultation.

Consulting further on the PEIR itself gives consultees and stakeholders opportunity to consider how we have used the information we have gathered and to provide further feedback. This is an important part of the consultation process, providing accountability, transparency and confidence.

The PEIR is a key part of this consultation and will be published in full on the consultation website [link here].

4 This Consultation

4.1 Who we will consult

Section 47 of the Planning Act sets out that developers must provide a statement on how they intend to consult with those who live in the vicinity of the land. As the Morgan Offshore Wind Farm generation assets application sits entirely at sea, this SoCC has been prepared in line with principles of the Planning Act, and the Planning Inspectorate's pre-application guidance. In doing so, the SoCC aims to establish consultation which is proportionate to the proposals and the related potential environmental effects.

The Project has sought the views of the following, on the consultation strategy provided within this SoCC:

- Marine Management Organisation – in relation to potential impacts arising from the construction, operation and maintenance and decommissioning of the generation assets' offshore infrastructure on the environment and to commercial fisheries and other sea users.
- Local planning authorities – from where the turbines may be viewed, based on a preliminary identification of a worst-case impact area for the Seascape, Landscape and Visual Impact Assessment. This includes coastal local planning authorities closest and adjacent to the Project, along with the local planning authorities related to the Transmission Assets application.

Where the Project may give rise to additional impacts which become apparent through the development process, additional and targeted consultation will be undertaken with those people and communities who could potentially be affected.

This process has also been informed by the feedback we received during our non-statutory consultation in 2022, in which we engaged a range of stakeholders from the coastal, island and maritime communities in and around the Irish Sea.

As well as directly engaging these groups during our statutory consultation, we will also contact a wide range of elected representatives in the areas which may be affected by SLVIA. In line with our approach to the 2022 non-statutory consultation, we will consult with local authorities, councillors, parish councils and parliamentarians.

We will also engage with the general public, encouraging participation through a combination of advertising and consultation events as detailed in sections 4.5 and 4.6 of this SoCC.

We also recognise that there are groups and individuals that may have difficulties taking part in the consultation process for a range of reasons. We made efforts to consult with these seldom heard groups and communities during our non-statutory consultation and will do so again in our statutory consultation.

We will engage with these consultees directly and will be inviting them to comment on our proposals during the consultation. We'll look carefully at all of the feedback we receive, and this will be considered to help finalise our proposals ahead of our application.

All the feedback we receive will be summarised in our Consultation Report, which will be an important part of our application for development consent.

4.2 What we will consult on

Our statutory phase of consultation will begin following the publication of this SoCC. This follows our non-statutory consultation in 2022.

Our approach to engagement and consultation is to seek general feedback on the proposals, including specific focuses on:

- The location for our offshore wind turbines and associated infrastructure
- How we can minimise the impacts of our project
- Our Preliminary Environmental Information Report

4.3 When we will consult

The statutory consultation will run from **19 April 2023 to 4 June 2023**.

The minimum consultation period is 28 days starting from the day after the publishing of consultation documents, such as the PEIR.

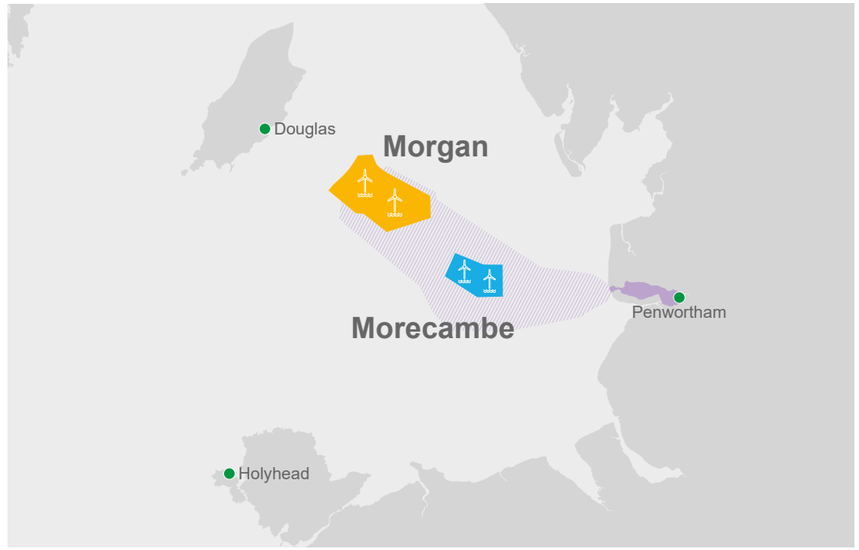
We are extending this period to give people as much opportunity as possible to provide their feedback.

More details about our previous consultations and the progress of the project beyond this point can be found in Section 4 (Our work so far) and Section 6 (Submitting feedback).

4.4 Where we will consult

We will hold public consultation events in the coastal communities that may be visually impacted by the Morgan Offshore Wind Project (Generation Assets). Consultation materials will be distributed in public places in these communities.

We will promote the consultation through advertising and press releases in local newspapers that serve these communities.



4.5 How we will consult

We will consult using a variety of methods to help explain our proposals and encourage people to provide their comments.

Community materials

These materials will help people to understand the proposed development and provide their comments to the consultation. They will be easy to follow, use plain English and, where appropriate, make strong use of images and graphics.

- **Consultation postcards** – this A5 dual sided postcard will be sent to all residential and business addresses in the vicinity of the public consultation events. It will highlight the consultation dates and clearly explain where further information can be found, with a focus on encouraging people to visit the website or contact us via the project information channels. Details of the consultation exhibition events will also be included.
- **Website** – the project website ([link]) will be the main public source of information and will be updated to explain the latest proposals. The website will make clear how people can take part in the consultation and what the deadline for feedback is. It will include an interactive feedback map of the proposals and a feedback form. All project materials will also be available on the website.
- **Consultation brochure** – this brochure will provide a summary of the latest proposals and details of the consultation using easily accessible, plain English. It will make clear how people can take part in the consultation and what the deadline for feedback is. The brochure will be available at consultation events, on request from the project team and made available on the website.
- **Feedback form** – this questionnaire will provide an easy way for people to record and submit their feedback. People will be able to submit feedback by filling in the printed form, or visiting our project website and completing the form online. The feedback form will be designed to encourage people to provide feedback specific to our proposals and also to provide wider feedback in relation to the proposed development. Forms will be available at our public consultation exhibitions and online.

A range of other materials, including the PEIR, will also be made available to help people better understand our proposals and provide us with their feedback.

[redacted]

Community events

To give local people the opportunity to meet the project team, better understand the proposals and ask any questions they may have, public consultation exhibitions will be held in the communities which may be directly affected by these proposals. We will decide which communities to engage based on the feedback to our non-statutory consultation.

Two types of events will be held:

- **Consultation events** – a series of public events for people to visit and meet the project team, find out about the project and ask any questions they might have.

The events will be located at accessible public locations. Project materials will be available at the event and people will be able to submit feedback.

- **Pop-up events** – members of the team will be out and about in the communities, to provide information on the project and answer any questions people might have. These events will be located in areas where people are going about their daily activities such as supermarkets, leisure venues and transport hubs.

The events, which will be publicised in the postcard, via print and online advertising and on the project website, will be held at the locations and times listed here.

Consultation events

Date	Time	Venue
x	xpm-xpm	**x**
x	xpm-xpm	**x**
x	xpm-xpm	**x**

Pop-up events

Date	Time	Venue
x	xpm-xpm	**x**
x	xpm-xpm	**x**
x	xpm-xpm	**x**

Publicly accessible venues where printed copies of the SoCC and consultation materials can be viewed

Location	Address	Tel:
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x
x	x	x

We will also hold an online webinar. This will be publicised in consultation materials and people will be able to register online. The webinar will consist of an overview presentation about the project and a Q&A session, with a range of project team members available to answer questions.

It is our preference to hold a range of in-person and online events. But in the event that we are unable to hold events in-person (for example as a result of extreme weather or new Covid restrictions), we will make alternative arrangements to deliver a larger, broader range of online consultation events.

Reference locations

Printed copies of our SoCC and our consultation brochure will be available to view at the following locations. Please call your nearest venue to check the most up to date opening times.

Enquiries and information

The project will operate a freephone enquiry line answer phone service during the consultation. People will be able to leave a message and a member of the project team will respond swiftly.

Using our project website:
www.morecambeandmorgan.com

Using our project freephone number:
0800 915 2493

Send an email to:
info@morganoffshorewind.com

Write to our freepost address:
Freepost MORECAMBE AND MORGAN

4.6 Publicising the consultation

- **Advertising** – the project will run two rounds of advertising in local media – in advance of the launch and close of consultation, encouraging people to take part. This will consist of print advertising in newspapers in circulation in appropriate local planning authorities, for example relevant coastal authorities. We will also advertise online, using local media platforms and Google.
- **Press releases** – news releases will be issued to local media during the consultation. A press release will be issued at the start of consultation and another two weeks before the close of consultation, encouraging people to take part.
- **Social media** – promoting the consultation on social media channels that are owned and managed by Morgan Offshore Wind Project.
- **Public notices** – the project will also take out public notices in local and national newspapers, as required by the Planning Act.
- **Posters** – will be printed and issued for display via relevant local planning authorities venues hosting events and to other local venues such as supermarkets, shops and libraries.
- **Letters** – will be sent to key stakeholders including local councillors, inviting them to take part and to encourage others to do so. Letters will also be sent to other relevant interest groups and local community organisations.

4.7 Seldom heard groups

To allow people to engage with the consultation at their own convenience, the project has designed a 'digital first' consultation. This allows people to take part even if they cannot make a consultation event.

The online webinar will be open to anyone to attend and ask questions of the project team. All information will be available on the website and people are encouraged to submit feedback using the online feedback map or online feedback form.

People will be able to ask questions and find out more by calling the enquiry line or using the freepost or email addresses.

For those who are less comfortable engaging digitally, we have developed the consultation to be accessible and this has played an important role in planning consultation activities.

Community events will be held in accessible public locations over a number of different days, and at different times of day, to encourage attendance.

We will ensure that venues are accessible via public transport, have sufficient parking and are easy to navigate.

We recognise that some individuals or groups may have difficulties taking part in the consultation process for a range of reasons. We have identified a number of organisations representing seldom heard groups in the area (Appendix 1).

As with our non-statutory consultation, these organisations will be written to at the start of the consultation. Requests for specific consultation activities will be planned and agreed with the requesting organisation so that our activities best meet the needs of those it represents.

We will provide key consultation documents in other formats to meet accessibility requirements upon request, such as large print, braille or audio versions.

4.8 Requests for documents

We will respond to reasonable requests for further copies of documents. Requests for hard copies will be reviewed on a case-by-case basis. A reasonable copying charge may apply, to be paid by the recipient in advance.

5 Submitting feedback

5.1 How to submit feedback

The consultation is an important opportunity for affected people, groups and communities to have their say on the final proposals, prior to application for development consent.

There are several ways to submit feedback:

Everyone submitting their comments to us (and providing their contact details) will receive an acknowledgement that their feedback has been received.

We are not able to respond individually to every question, but the themes and issues raised during this consultation will be summarised in our Consultation Report, which will be published as part of our DCO application.

We will reply to queries received about the logistics of the consultation itself, details of the events being held, availability of consultation materials or advice on how to submit a response. The project takes data privacy seriously and all data will be held in line with GDPR best practice.

Feedback map – this interactive map of the proposals allows people to drop a pin and leave comments online and / or attach files (such as document or images) to their feedback.

Feedback form – available on the project website www.morecambeandmorgan.com, at consultation events or by request from the consultation team

[redacted]

In writing – Freepost MORECAMBE AND MORGAN (please be advised it is not possible to send registered post to a freepost address)

5.2 What happens next

At the close of consultation, we will look carefully at all the feedback we've received, alongside further technical assessments, and finalise our proposals.

If, as a result of the feedback, the project changes to the extent that it is necessary to carry out further consultation, this further consultation will be carried out in accordance with the principles set out in this SoCC and targeted geographically as is appropriate.

A Consultation Report will be produced that sets out how feedback from all of our consultations has shaped the design of the proposed development.

The Consultation Report will include a summary of consultation responses, including how this feedback was considered and how it may be used. It will detail the consultation process, demonstrating how it was undertaken in accordance with this SoCC, and how it met all legal requirements.

Morgan Offshore Wind Limited will then submit a DCO application to the Planning Inspectorate.

5.3 Indicative timeline

Indicative timeline
(as of publication 2022)

2023

Statutory consultations on Morecambe and Morgan offshore wind farms

2024

Applications submitted for Development Consent (DCOs)

2026

Earliest anticipated commencement of construction

2028/29

Expected start – Commercial Operations Dates (CODs)

6 Contact us

Find out more on our website
www.morecambeandmorgan.com
or use this QR code

Phone:
[redacted]

Email:
[redacted]

Post:
Freepost MORECAMBE AND MORGAN

EnBW | bp

Partners in UK offshore wind

[redacted]

[redacted]

Freepost MORECAMBE
AND MORGAN

[redacted]

D.3. Publication of the Statement of Community Consultation

D.3.1 Blackpool Gazette (19 April 2023)

Future of short stay 'party flats' in resort

SPECIAL REPORT PAGES 8&9

Solicitor is banned from living in shed

PAGE 5

[redacted]

Since 1873

The Gazette

Get news to your inbox, visit blackpoolgazette.co.uk/newsletter

Wednesday, April 19, 2023 £1.20

[redacted]

FULL STORY PAGE 4

Inside

Eight pages of teasers & puzzles

FROM PAGE 17

Online

Farewell to Seasider Tony

SCAN THE QR CODE

PLANNING NOTICES

SECTION 47, PLANNING ACT 2008:

NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant"), of Chertsey Road, Sunbury on Thames, Middlesex, a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG, intends to apply to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 for a development consent order (the "Application") to develop the Morgan Offshore Wind Project Generation Assets (the "Project"). The Applicant was awarded the development rights by the Crown Estate as part of the Round 4 offshore wind leasing process.

The Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.
Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

As defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 Regulations), the Project is consulting on its Environmental Impact Assessment (EIA) development. The relevant documents will be provided to support both the statutory consultation and application in accordance with the relevant regulations.

Statement of Community Consultation

Before making the Application, the Applicant has a duty under section 47 of the Planning Act 2008 to produce a Statement of Community Consultation (SoCC).

The SoCC sets out how the Applicant will consult the local community about its proposals and how the public can take part. The Applicant also must make the SoCC available for inspection by the public and publish this notice stating where and when the SoCC can be inspected, in accordance with section 47(6).

Following the publication of this notice and the SoCC, the Applicant will undertake a statutory consultation and invite comments on the proposed application from **19 April 2023 to 4 June 2023.**

Full details of the consultation can be found in the SoCC. Copies of the consultation documents and further details about the Project will be available free of charge on the Applicant's website: **www.morecambeandmorgan.com/morgan** from **19 April 2023 to 4 June 2023**. Alternatively, they may be obtained by calling the project team on **0800 915 2493 (option 1)** or by emailing **info@morganoffshorewind.com** where you can request an electronic or paper copy. A reasonable charge will apply for paper copies.

The consultation process

The consultation will run from **19 April to 4 June 2023.** Responses must be received by 23:59 on the closing date. Feedback can be submitted in several ways: via feedback form (available on the project website, **www.morecambeandmorgan.com/morgan**, or at community events); interactive map (available on the project website); email (**info@morganoffshorewind.com**); or in writing (**FREEPOST MORGAN**).

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders who may potentially be affected by the Project can help to inform and develop the proposals. The Applicant welcomes feedback on the Project and any other relevant issues that those with an interest view as important and therefore should be considered.

Community Access Points (CAPs)

Printed copies of the SoCC will be available from 19 April to 4 June 2023 in the following locations:

Reference location	Opening times*
Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Parliament Square, Ramsey, Isle of Man IM8 1RT	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston PR1 9EQ	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct directly with the venues if you are planning a visit.

[redacted]

GENERAL NOTICES

Public & Legal Advertising

May Day Bank Holiday Deadlines

Thursday 27th April at 12 noon

for papers published -

Monday 1st May to Thursday 4th May

Whilst every effort will be made to meet your needs, deadlines may be revised. For confirmation of publication day please ask when booking.

Opening Times

Monday 1st May - Closed

Coronation Day Bank Holiday Deadlines

Thursday 4th May at 12 noon

for papers published -

Monday 8th May to Thursday 11th May

Whilst every effort will be made to meet your needs, deadlines may be revised. For confirmation of publication day please ask when booking.

Opening Times

Monday 8th May - Closed

[redacted] **or email publicnotices@nationalworld.com for details**

Dates and times were correct at time of publication, but could be subject to change.

[redacted]

D.3.2 Lancashire Post (19 April 2023)

Swans v PNE match preview
In Sport

World cup karting on the track at Heysham
From Page 17

RETRO

[redacted]

WEDNESDAY

Lancashire Post

SINCE 1886

lep.co.uk
Get news to your inbox, visit lep.co.uk/newsletter

Wednesday, April 19, 2023 £1.10

[redacted]

News Page 6
Family's holiday from hell

News Pages 8&9
Your guide to local election

New Dunkin' Donuts open for business

Scan the QR code to see the video

lep.co.uk
facebook.com/
@leponline

Upload your news, pictures and videos to us by going online at... lep.co.uk

PLANNING NOTICES

SECTION 47, PLANNING ACT 2008:

NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant"), of Chertsey Road, Sunbury on Thames, Middlesex, a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG, intends to apply to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 for a development consent order (the "Application") to develop the Morgan Offshore Wind Project Generation Assets (the "Project"). The Applicant was awarded the development rights by the Crown Estate as part of the Round 4 offshore wind leasing process.

The Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.
Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

As defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 Regulations), the Project is consulting on its Environmental Impact Assessment (EIA) development. The relevant documents will be provided to support both the statutory consultation and application in accordance with the relevant regulations.

Statement of Community Consultation

Before making the Application, the Applicant has a duty under section 47 of the Planning Act 2008 to produce a Statement of Community Consultation (SoCC).

The SoCC sets out how the Applicant will consult the local community about its proposals and how the public can take part. The Applicant also must make the SoCC available for inspection by the public and publish this notice stating where and when the SoCC can be inspected, in accordance with section 47(6).

Following the publication of this notice and the SoCC, the Applicant will undertake a statutory consultation and invite comments on the proposed application from **19 April 2023 to 4 June 2023.**

Full details of the consultation can be found in the SoCC. Copies of the consultation documents and further details about the Project will be available free of charge on the Applicant's website: **www.morecambeandmorgan.com/morgan** from **19 April 2023 to 4 June 2023**. Alternatively, they may be obtained by calling the project team on **0800 915 2493 (option 1)** or by emailing **info@morganoffshorewind.com** where you can request an electronic or paper copy. A reasonable charge will apply for paper copies.

The consultation process

The consultation will run from **19 April to 4 June 2023.** Responses must be received by 23:59 on the closing date. Feedback can be submitted in several ways: via feedback form (available on the project website, **www.morecambeandmorgan.com/morgan**, or at community events); interactive map (available on the project website); email (**info@morganoffshorewind.com**); or in writing (**FREEPOST MORGAN**).

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders who may potentially be affected by the Project can help to inform and develop the proposals. The Applicant welcomes feedback on the Project and any other relevant issues that those with an interest view as important and therefore should be considered.

Community Access Points (CAPs)

Printed copies of the SoCC will be available from 19 April to 4 June 2023 in the following locations:

Reference location	Opening times*
Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Parliament Square, Ramsey, Isle of Man IM8 1RT	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston PR1 9EQ	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct directly with the venues if you are planning a visit.

[redacted]

MOTORS

VEHICLES WANTED

D.3.3 Barrow Mail (19 April 2023)

STATUTORY

SECTION 47, PLANNING ACT 2008:

NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant"), of Chertsey Road, Sunbury on Thames, Middlesex, a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG, intends to apply to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 for a development consent order (the "Application") to develop the Morgan Offshore Wind Project Generation Assets (the "Project"). The Applicant was awarded the development rights by the Crown Estate as part of the Round 4 offshore wind leasing process.

The Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

As defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 Regulations), the Project is consulting on its Environmental Impact Assessment (EIA) development. The relevant documents will be provided to support both the statutory consultation and application in accordance with the relevant regulations.

Statement of Community Consultation

Before making the Application, the Applicant has a duty under section 47 of the Planning Act 2008 to produce a Statement of Community Consultation (SoCC).

The SoCC sets out how the Applicant will consult the local community about its proposals and how the public can take part. The Applicant also must make the SoCC available for inspection by the public and publish this notice stating where and when the SoCC can be inspected, in accordance with section 47(6).

Following the publication of this notice and the SoCC, the Applicant will undertake a statutory consultation and invite comments on the proposed application from **19 April 2023 to 4 June 2023.**

Full details of the consultation can be found in the SoCC. Copies of the consultation documents and further details about the Project will be available free of charge on the Applicant's website: **www.morecambeandmorgan.com/morgan** from **19 April 2023 to 4 June 2023.** Alternatively, they may be obtained by calling the project team on **0800 915 2493 (option 1)** or by emailing **info@morganoffshorewind.com** where you can request an electronic or paper copy. A reasonable charge will apply for paper copies.

The consultation process

The consultation will run from **19 April to 4 June 2023.** Responses must be received by 23:59 on the closing date. Feedback can be submitted in several ways: via feedback form (available on the project website, **www.morecambeandmorgan.com/morgan,** or at community events); interactive map (available on the project website); email (**info@morganoffshorewind.com**); or in writing (**FREEPOST MORGAN**).

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders who may potentially be affected by the Project can help to inform and develop the proposals. The Applicant welcomes feedback on the Project and any other relevant issues that those with an interest view as important and therefore should be considered.

Community Access Points (CAPs)

Printed copies of the SoCC will be available from 19 April to 4 June 2023 in the following locations:

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Parliament Square** **Ramsey** **Isle of Man** **IM8 1RT**	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday - Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday - Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday - Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 9EQ**	Monday - Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday - Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct directly with the venues if you are planning a visit.

ExchangeandMart

D.3.4 Isle of Man Courier (21 April 2023)

Notices

Telephone 670000
notices@iomtoday.co.im

IN THE MATTER OF REDCHURCH LIMITED (IN MEMBERS VOLUNTARY LIQUIDATION) AND IN THE MATTER OF THE COMPANIES ACT 2006

NOTICE IS HEREBY GIVEN pursuant to Section 224 of the Companies Act 1931 as applied by section 182 of the Companies Act 2006 that a Meeting of the Members of the above Company will be held at Elm Tree House, Elm Tree Road, Onchan, Isle of Man at 11.00am on 30 May 2023 for the purpose of having an account laid before them and to receive the Liquidator's report showing how the winding-up of the Company has been conducted and its property disposed of and of hearing any explanations that may be given by the Liquidator and also of determining the manner in which the books, papers and documents of the Company and of the liquidator thereof shall be disposed of. Any Member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a Member.

Dated: 19 April 2023

David Michael Johnson
Liquidator

ISLE OF MAN COMPANIES ACT 2006
IN THE MATTER OF PINE CLOSE LIMITED (MEMBERS VOLUNTARY LIQUIDATION)

NOTICE IS HEREBY GIVEN, pursuant to Sections 224 and 266 (1) (b) of the Isle of Man Companies Act 1931 as applied by Section 182 of the Isle of Man Companies Act 2006, that a General Meeting of the sole member of the above named Company will be held at First Names House, Victoria Road, Douglas, Isle of Man on the 22nd day of May 2023 at 10.00am, or at any adjournment thereof, precisely for the purpose of having an account laid before them and to receive the Liquidator's report showing the manner in which the winding-up of the Company has been conducted and its property disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by resolution the manner in which the books, accounts, papers and documents of the Company and of the Liquidator, shall be disposed of. Any member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a member.

Dated this 19th day of April 2023

Casey Roberts Liquidator

ISLE OF MAN COMPANIES ACT 2006 NOTICE OF APPOINTMENT OF LIQUIDATOR AND NOTICE TO CREDITORS PINE CLOSE LIMITED

At a General Meeting of the said company held at First Names House, Victoria Road, Douglas, Isle of Man on 18th April 2023 the following Resolution was duly passed :- "THAT the company be wound up voluntarily, that the powers of the directors cease and THAT Casey Roberts of First Names House, Victoria Road, Douglas, Isle of Man, IM2 4DF be and is hereby appointed Liquidator for the purpose of such winding up." In pursuance of the above Notice is hereby given that the Creditors of the above named company which is being voluntarily wound up are required, on or before 22nd May 2023 to send their names and addresses with particulars of their debts or claims, to the aforementioned Liquidator of the said company, and if so required by notice in writing by the said Liquidator, either personally or by their Solicitors, to come in and prove their debts or claims at such time and place as shall be specified in such notice, and in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Date: 18th April 2023

Oliver George Webster
Chair of the Meeting

IN THE MATTER OF COMPANIES ACTS 1931 - 2004 CRI OPERATIONS LIMITED COMPANY NO: 084606C ("THE COMPANY") MEMBERS' VOLUNTARY LIQUIDATION

NOTICE IS HEREBY GIVEN pursuant to Section 224 of the Companies Act 1931 that a General Meeting of the Members of the Company will be held at 19-21 Circular Road, Douglas, Isle of Man, IM1 1AF on 30th May 2023 at 11am for the purpose of having an account laid before them and to receive the Liquidators report showing how the winding up of the Company has been conducted and its property disposed of and the hearing of any explanations that may be given by the Liquidator and also determining the manner in which the books and papers of the Company be disposed of. Any member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a member.

A R Brokenshire
Liquidator

Dated this 18th day of April 2023

SECTION 220 THE COMPANIES ACTS 1931-2006 CHARLEMAGNE BRIC PLUS PROPERTY COMPANY PLC EXTRAORDINARY GENERAL MEETING

NOTICE IS HEREBY GIVEN, pursuant to Section 220 of the Isle of Man Companies Act 1931, as applied by Section 182 of the Companies Act 2006, that an Extraordinary General Meeting of shareholders of the above named company will be held the offices of Fiera Capital (IOM) Ltd at St Mary's Court, 20 Hill Street, Douglas, IoM IM1 1EU on 15 May 2023 at 10a.m. for the purpose of having a full statement of the position of the Company's affairs laid before them and for the purpose, if thought fit, resolving that the company be wound up by Members Voluntary Liquidation and if thought fit, resolving that Mark Russell Kelly and Kristan James King as Joint Liquidators for the purpose of winding up the affairs and distribution the assets of the company, and may fix the remuneration to be paid to them. Proxies to be used at the meeting must be lodged with Fiera Capital (IOM) Ltd at St Mary's Court, 20 Hill Street, Douglas, IoM IM1 1EU no later than 48 hours before the time of the meeting.

Dated 17 April 2023

Alexander Anderson
Whamond, Director

Licensing Court Rules 1996 PUBLIC NOTICE OF APPLICATION FOR OCCASIONAL LICENCE Music and Dancing Act 1961 and 1976 IN THE LICENSING COURT

Notice is hereby given that on the 24th day of April 2023 at 10.00 an application will be made to the Licensing Court sitting at Deemster's Walk, Bucks Road Douglas by Event Management Solutions Ltd, This Magher, Homefield Park, Ballasalla, IM9 2EL for the grant of an occasional license for music & dancing at:

Peel TT Festival 2023 – The Parade for the purpose of Peel TT Sunday, i. Monday 5th June 2023 between 11.00 and 18:00 for the occasion of the Peel TT Day / Mad Monday. Any person wishing to make an objection to this application may appear and be heard in person or by an Advocate, on hearing of the application provided that, not less than 7 days before the date of the Hearing, he/she has lodged with the Office of the High Bailiff, Deemster's Walk Bucks Road Douglas a statement in writing on the grounds of his/her objection and served a copy on the applicant at the address below

Dated this 19/04/2023 Event Management Solutions Limited C4 Colas Drive Balthane Industrial Estate Ballasalla Isle of Man IM9 2AQ

COMPANY NO: 013181V ISLE OF MAN THE COMPANIES ACT 2006 ALOGATE INVESTMENTS LIMITED (IN MEMBERS' VOLUNTARY LIQUIDATION) NOTICE OF GENERAL MEETING

NOTICE IS HEREBY GIVEN pursuant to Section 182 of the Isle of Man Companies Act 2006, that a general meeting of the members of the above-named Company will be held at Commerce House, 1 Bowring Road, Ramsey, Isle of Man, IM8 2LQ on the 17th day of May, 2023 at 11am. for the purpose of having an account laid before them and to receive the Liquidator's report showing how the winding up of the Company has been conducted and its property disposed of and of hearing any explanation that may be given by the liquidator and of resolving by extraordinary resolution that manner in which the books accounts papers and documents of the Company and of the Liquidator thereof shall be disposed of.

DATED THIS 19th DAY OF APRIL 2023

George Stephen Hull
Liquidator

SECTION 47, PLANNING ACT 2008: NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant"), of Chertsey Road, Sunbury on Thames, Middlesex, a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG, intends to apply to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 for a development consent order (the "Application") to develop the Morgan Offshore Wind Project Generation Assets (the "Project"). The Applicant was awarded the development rights by the Crown Estate as part of the Round 4 offshore wind leasing process.

The Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

As defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 Regulations), the Project is consulting on its Environmental Impact Assessment (EIA) development. The relevant documents will be provided to support both the statutory consultation and application in accordance with the relevant regulations.

Statement of Community Consultation

Before making the Application, the Applicant has a duty under section 47 of the Planning Act 2008 to produce a Statement of Community Consultation (SoCC).

The SoCC sets out how the Applicant will consult the local community about its proposals and how the public can take part. The Applicant also must make the SoCC available for inspection by the public and publish this notice stating where and when the SoCC can be inspected, in accordance with section 47(6).

Following the publication of this notice and the SoCC, the Applicant will undertake a statutory consultation and invite comments on the proposed application from **19 April 2023 to 4 June 2023.**

Full details of the consultation can be found in the SoCC. Copies of the consultation documents and further details about the Project will be available free of charge on the Applicant's website: **www.morecambeandmorgan.com/morgan** from **19 April 2023 to 4 June 2023.** Alternatively, they may be obtained by calling the project team on **0800 915 2493 (option 1)** or by emailing **info@morganoffshorewind.com** where you can request an electronic or paper copy. A reasonable charge will apply for paper copies.

The consultation process

The consultation will run from **19 April to 4 June 2023**. Responses must be received by 23:59 on the closing date. Feedback can be submitted in several ways: via feedback form (available on the project website, **www.morecambeandmorgan.com/morgan,** or at community events); interactive map (available on the project website); email **(info@morganoffshorewind.com);** or in writing **(FREEPOST MORGAN).**

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders who may potentially be affected by the Project can help to inform and develop the proposals. The Applicant welcomes feedback on the Project and any other relevant issues that those with an interest view as important and therefore should be considered.

Community Access Points (CAPs)

Printed copies of the SoCC will be available from 19 April to 4 June 2023 in the following locations:

Reference location **Henry Bloom Noble Library** **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	**Opening times*** Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Parliament Square** **Ramsey** **Isle of Man** **IM8 1RT**	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 9EQ**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

*Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct directly with the venues if you are planning a visit.

D.4. Section 47 Consultee List

Organisation	Notes
14th Southport Scout Group	
16th Fleetwood Scouts	
2nd Onchan Scout Group	
5th Crosby Scout Group	
ABP (Port of Garston, Fleetwood, Barrow in Furness)	
Age Concern Isle of Man	
Age Concern Liverpool & Sefton	
Age UK Lancashire	
Age UK Wirral	
Age Well Hwyliog Mon	
Ainsdale Ward	2 x contacts consulted
America Europe Connect (UK) Limited	
Amlwch Scout Group	
Anchorsholme Ward	2 x contacts consulted
Anglesey County Council	
Anglo-North Irish Fish Producers Organisation	2 x contacts consulted
Anglo-North Irish Fish Producers Organisation	
Arbory, Castletown and Malew Constituency	2 x contacts consulted
Arfon Constituency	
Ashton Ward	3 x contacts consulted
Attorney General (Isle of Man)	
Aughton and Downholland Ward	3 x contacts consulted
Ayre and Michael Constituency	2 x contacts consulted
Babcock Helicopters	
Bare Ward	3 x contacts consulted
Barrow and Furness Constituency	
Barrow Port	
Barrow-in-Furness Borough Council (the Applicant is aware of the dissolution of Barrow-in-Furness Borough Council as of 1st April 2023 and contact has been made with the new Westmorland and Furness Council)	
Belfast Harbour Commissioners (Port of Belfast)	
Birkenhead Constituency	
Bispham Ward	2 x contacts consulted
Blackpool African Caribbean Friends and Relations Association	

Organisation	Notes
Blackpool Light Craft Club	
Blackpool North and Cleveleys Constituency	
Blackpool South Constituency	
Blackpool Town Council	
Bloomfield Ward	2 x contacts consulted
Blundellsands Sailing Club	
Blundellsands Ward	3 x contacts consulted
Boost Lancashire's Business Growth Hub	
Bootle Constituency	
Boskalis	
Braddan District	
Bristow Helicopters (Search and Rescue)	
Brown May Fisheries Consultancy	
Bryning-with-Warton Parish Council	
BTO	
Burgate Exploration and Production LTD (Block license holder)	
Bynam Fishing LLP	
Caim Risk	2 x contacts consulted
Cambridge Ward	3 x contacts consulted
Carleton Ward	2 x contacts consulted
CHC Helicopters	
Chorley Constituency	
Chrysoar North Sea Limited	
Chrysoar Resources (Irish Sea) Limited (Block license holders)	
Church Ward	3 x contacts consulted
Claremont Ward	2 x contacts consulted
Conwy Fields	2 x contacts consulted
Copeland Constituency	
Council for British Archeology (North West)	
Crosby Sailing Club	
Cruising Association	2 x contacts consulted
Cumbria LEP	
Cumbria Nature Partnership	
Cumbria Wildlife Trust	

Organisation	Notes
Cumbria Young Farmers	
Dalton North Ward	2 x contacts consulted
DEFA (IoM)	
Douglas Bay Yacht Club	
Douglas Central Constituency	2 x contacts consulted
Douglas East Constituency	2 x contacts consulted
Douglas North Constituency	2 x contacts consulted
Douglas Port	
Douglas South Constituency	2 x contacts consulted
Dublin Port Company	
Duke's Ward	2 x contacts consulted
Duke's Ward	
East Lancashire Chamber of Commerce	
East West Interconnector - Eirgrid Interconnector Ltd	
English Heritage	
Eni	
ENI UK Limited	
ENI UK Limited (Block license holder and platform operator)	5 x contacts consulted
Federation of Small Businesses - Lancashire & Cumbria and Merseyside & Cheshire branches	
Flotation Energy plc (Morecambe Round 4)	
Freckleton Parish Council	
French Directorate for the Environment, Planning and Housing	
Furness Economic Development Forum	
Furness Peninsula Ward	2 x contact consulted
Furness Youth Council	
Fylde Constituency	
Galloway's Morecambe	
Galloway's Southport	
Garff Constituency	2 x contacts consulted
Garston and Halewood Constituency	
Glasson Sailing Club	
Glenfaba and Peel Constituency	2 x contacts consulted
Go North Wales	

Organisation	Notes
Gosforth and Seascale Ward	2 x contacts consulted
Hadhorn with High Cross Ward	3 x contacts consulted
Halsall Ward	
Harbour Energy	5 x contacts consulted
Harbour Ward	3 x contacts consulted
Harington Ward	3 x contacts consulted
Havhingsten 1.5 Proposed – Telia Carrier (Now Arelion)	
Henshaws Society for Blind People	
Heritage Trust Network (North West)	
Heyhouses Ward	3 x contacts consulted
Heysham Central Ward	2 x contacts consulted
Heysham North Ward	2 x contacts consulted
Heysham South Ward	3 x contacts consulted
Hiberina Atlantic Seg. A and C - Hiberina Atlantic (Now Hiberina Networks)	2 x contacts consulted
Hoylake and Meols Ward	3 x contacts consulted
Hoylake Sailing Club	
Hutton Parish Council	
Hyndburn and Ribble Valley Friends of the Earth	
IOM Fisherman	
Irish Chamber of Shipping	
Irish Sea Fisheries Protection Authority	
Irish South and East Fish Producers Organisation	
Isle of Man Chamber of Commerce	
Isle of Man Harbours (Port of Douglas)	
Isle of Man Steam Packet Company Limited	5 x contacts consulted
Jubilee Ward	2 x contacts consulted
Julie Anne Diving Charters	
Kilnhouse Ward	3 x contacts consulted
Kirkdale Ward	3 x contacts consulted
Kirkham Parish Council	
Knowsley Constituency	
Lancashire Environment Forum Partnership	
Lancashire Wildlife Trust	
Lancashire Young Farmers	
Lancaster and Fleetwood Constituency	

Organisation	Notes
Lancaster City Council	
Lancaster Deaf Club	
Laxey Sailing Club	
Lea & Cottam Parish Council	
Leasowe and Moreton East Ward	3 x contacts consulted
Legislative Council (Isle of Man)	10 x contacts consulted
Linacre Ward	2 x contacts consulted
Liscard Ward	3 x contacts consulted
Liverpool Airport	
Liverpool Black Men's Group	
Liverpool City Council	
Liverpool Friends of the Earth	
Liverpool Region Nature Partnership	
Liverpool, Riverside Constituency	
Liverpool, Walton Constituency	
Liverpool, Wavertree Constituency	
Longton Parish Council	
Lune Rivers Trust	
Manchester Airport	
Manor Ward	3 x contacts consulted
Manx Birdlife	2 x contacts consulted
Manx Deaf Society	
Manx Fish Producers Organisation	2 x contacts consulted
Manx Whale and Dolphin Watch	
Manx Wildlife Trust	
Maresconnect	
Marine Energy Wales	
Marine Space	2 x contacts consulted
Marton and Mereside Youth and Community Centre	
Member of Parliament for Preston Borough	
Member of Parliament for West Lancashire	
Mersey Maritime	
Mersey Rivers Trust	
Merseyside Society for Deaf People	
Merseyside Youth Association	

Organisation	Notes
Middle Constituency	
Mona Offshore Wind Project	
Morecambe and Heysham Sea Cadets	
Morecambe and Lunesdale Constituency	
Morecambe Bay Nature Partnership	
Morecambe Sailing Club	
Morecambe Town Council	
Moreton West and Saughall Massie Ward	3 x contacts consulted
National Federation of Fisherman's Organisations	2 x contacts consulted
National Federation of Fishermen's Organisations	
National Parks & Wildlife Service (NPWS)	
National Trust (North West)	
NatureScot	
New Brighton Ward	3 x contacts consulted
Newton-with-Clifton Parish Council	
NFU North West	
NHV Helicopters	2 x contacts consulted
Norbeck Ward	2 x contacts consulted
North and Western Lancashire Chamber of Commerce	
North Meols Parish Council	
North Meols Ward	2 x contacts consulted
North Wales Deaf Association	
North Wales Economic Ambition Board	
North Wales Wildlife Trust	
North Western IFCA	
Northern Ireland Environment Agency (NIEA)	
Northern Ireland Fish Producers' Organisation	2 x contacts consulted
Northern Ireland Fish Producers' Organisation	
Northern Lighthouse Board	
ODE Ltd	4 x contacts consulted
Offshore Energy Alliance	
Onchan Constituency	2 x contacts consulted
ORE Catapult	
Ormskirk and District Friends of the Earth	
Overton Ward	

Organisation	Notes
P&O Ferries	2 x contacts consulted
Peel Ports	
Peel Ports (Port of Liverpool)	
Peel Ports (Port of Liverpool)	
Penrith and the Border Constituency	
Penwortham Parish Council	
Pharos Ward	2 x contacts consulted
Port of Holyhead	
Poulton Ward	2 x contacts consulted
Preesall Ward	3 x contacts consulted
President of Tynwald	
Ramsey Constituency	2 x contacts consulted
Ravenmeols Ward	3 x contacts consulted
Rederscentrale	3 x contacts consulted
Renewable UK Cymru	
Rhyl Flats Wind Farm Limited (Rhyl Flats)	
Ribble Rivers Trust	
Ribble Valley Constituency	
Richmond (Yorks) Constituency	
Roa Island Boating Club Ltd	
Rockabill - EUNetworks	3 x contacts consulted
Ronaldsway (IOM) Airport	
Rossall Ward	3 x contacts consulted
Royal Yachting Association	2 x contacts consulted
RSPB Northern England	
Rushen Constituency	
RYA	
Saint Anne's On the Sea Parish Council	
Santon District	
Scarisbrick Ward	2 x contacts consulted
Scottish Fishermen’s Federation	3 x contacts consulted
Scottish Fishermen's Federation	
Scottish White Fish Producers Association	2 x contacts consulted
Seacombe Ward	3 x contacts consulted
Seatruck Ferries	3 x contacts consulted

Organisation	Notes
Sefton Central Constituency	
Sefton Council	
Sirius South – Virgin Media	
Skipton and Ripon Constituency	
Social Enterprise UK	
South Cumbria Rivers Trust	
South Ribble Constituency	
Southport Centre for the Deaf	
Southport Constituency	
Southport Sailing Club	
Spirit Energy	2 x contacts consulted
Spirit Energy	2 x contacts consulted
Spirit Energy Production UK Limited (Block license holder and platform operator)	3 x contacts consulted
Squires Gate Ward	2 x contacts consulted
St Leonards Ward	2 x contacts consulted
St Leonards Ward	
Staining and Weeton Ward	2 x contacts consulted
Stena Line	
Talbot Ward	2 x contacts consulted
The Business Network Central & East Lancashire	
The Doves Centre Youth Group	
The Fylde Coat BSL Centre	
The Hispanic Liverpool Project	
Tithebarn Ward	2 x contacts consulted
Tom Watson – Fishing Industry Representative (FIR)	
Twrcelyn Ward	3 x contacts consulted
UK Chamber of Shipping	
Victoria and Norcross Ward	2 x contacts consulted
Vision Support Barrow and District	
Visit Wales	
Wales Tourism Alliance	
Wallasey Constituency	
Wallasey Ward	3 x contacts consulted
Walney North Ward	2 x contacts consulted
Walney South Ward	

Organisation	Notes
Walney/Barrow Airport	
Warbreck Ward	2 x contacts consulted
Warren Ward	2 x contacts consulted
Warrenpoint Harbour Authority	
Warton (BaE) Airport	2 x contacts consulted
Warton and Westby Ward	3 x contacts consulted
Waterloo Ward	2 x contacts consulted
Welsh Fishermen's association	2 x contacts consulted
Welsh Fishermen's Association	2 x contacts consulted
Welsh Fishing Safety Committee	
West Cheshire and North Wales Chamber of Commerce	
West Cheshire Sailing Club	
West Coast Sea Products Ltd	2 x contacts consulted
West Lancashire Borough Council	2 x contacts consulted
Westby-With-Plumptons Parish Council	
Western Fish Producers Organisation	
Westmorland and Lonsdale Constituency	
Whitehaven Fishermen's Cooperative Ltd	
Wirral Council	
Wirral Society of the Blind and Partially Sighted	
Wirral South Constituency	
Wirral West Constituency	
Workington Constituency	
WS Mezeron	
Wyre Rivers Trust	
Ynys Mon Constituency	
Youth Service Isle of Man	

D.5. Statutory Consultation Press Releases

D.5.1 Consultation Launch (19 April 2023)

‹ News

PRESS RELEASES
Wednesday, 19 April 2023

Community consultations launch for UK offshore wind projects

- Local consultations will run for over six weeks for the Morgan and Mona, and Morecambe offshore wind projects.
- Together, when operational the wind farms could power the equivalent of more than three million homes.

Community consultations today launched for the Morgan, Mona and Morecambe offshore wind farms to be located in the Irish Sea. The consultations will run from 19 April to 4 June and will be open to the local community and stakeholders.

Morgan and Mona are being developed under a joint venture between bp and Energie Baden-Wurttemberg AG (EnBW) and Morecambe is being developed under a joint venture between Cobra Instalaciones y Servicios, S.A. and Flotation Energy Ltd. Morgan, Mona and Morecambe have potential generation of over 3GW when operational, which could help contribute to the UK Government's commitment to 50GW of offshore wind power by 2030.

Throughout May, several events will be hosted across different locations in north west England, the Isle of Man, and Wales for local residents and stakeholders to learn more about each project and ask questions. The full events schedule is available online and is open for those wanting to engage and provide feedback on the consultations or find out further details.

This latest round follows the first stage of consultations for Morecambe and Morgan that launched in November 2022. These new consultations will look at all three wind farms, including:

- Full statutory consultation of Mona's transmission and generation assets,
- Statutory consultation for Morgan generation assets,
- Morecambe's generation assets, and a joint non-statutory consultation for Morecambe and Morgan's transmission assets.

Transmission assets are everything from the subsea cables to the onshore connection into the network- anything that brings the electricity onshore and into the grid. Generation assets are wind turbines, and anything else that turns the wind into power.

Richard Haydock, project director, bp, said:

"These consultations are the next step in us delivering our offshore wind projects and supplying UK customers with home-grown renewable energy.

"bp and EnBW are working closely with Cobra and Flotation Energy to develop the plans for the wind farms, so we encourage anyone who can, to attend the events and provide feedback. We look forward to working with the community and we're excited to work with our partners to help deliver the next step in getting our wind farms online."

Although Morgan and Morecambe aim to share their transmission works, and the projects are closely linked, all three wind farms will submit their own development consent orders. The applications for those orders are expected to be submitted in 2024.

Burkhard Römhild, acting project director, EnBW, said:

"Following good conversations with several key stakeholders, we are glad to see our projects now progress to the next stage, opening and intensifying the opportunity for all interested to share their views and give input for us to consider.

"We will progress our projects considering all the valuable input and balancing renewable electricity production with the protection of sensitive habitats and legitimate interests of the communities in which we will operate. We are looking forward to supplying British consumers with affordable and reliable electricity from our projects Morgan & Mona. The design of our projects as well as our cooperation with our neighbour Morecambe will help to achieve this whilst minimizing impact on the environment as well as on our stakeholders."

A spokesperson for Cobra and Flotation Energy, joint venture project partners for Morecambe Offshore Windfarm Ltd, said:

"Morecambe Offshore Windfarm will play an essential part in the UK's journey to a net zero future. Collectively with the Morgan and Mona offshore wind farm projects, we have the potential to produce enough clean, renewable energy to power more than 3 million homes in the UK, as well as contributing to the security of the nation's energy supplies.

"We are committed to engaging meaningfully with the local community throughout its development. We want it to be a shared endeavour, and something of which we and future generations can all be proud. Our formal consultation will, to that end, give people a chance to have their say and to shape the approach we take to delivering it."

For the consultations on Morecambe Offshore Windfarm Generation Assets, Morgan Offshore Wind Project Generation Assets, and Morgan and Morecambe Offshore Wind Farms Transmission assets please visit: www.morecambeandmorgan.com

For the Morgan Offshore Wind Project Generation Assets consultation visit please: www.morecambeandmorgan.com/morgan

For the Morecambe Offshore Windfarm Generation Assets consultation visit please: www.morecambeandmorgan.com/morecambe

For the Morgan and Morecambe Offshore Wind Farms: Transmission Assets consultation please visit: www.morecambeandmorgan.com/transmission

For the Mona Offshore Wind Farm consultation please visit: www.morganandmona.com

About bp

bp's purpose is to reimagine energy for people and our planet. bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero. This strategy will see bp transform from an international oil company producing resources - to an integrated energy company providing solutions to customers. bp already has a significant onshore wind business in the US with a gross generating capacity of approximately 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

About EnBW

Energie Baden-Württemberg AG (EnBW) is one of the largest energy supply companies in Germany and Europe, with a workforce of 27,000 employees supplying energy to around 5.5 million customers. Installed renewable energy capacity will account for 50 percent of EnBW's generating portfolio by the end of 2025. EnBW was among the pioneers in offshore wind power with its Baltic 1 wind farm in the Baltic Sea. EnBW has developed, constructed and operates four offshore wind farms in Germany with a total installed capacity of 945 MW. Another 960 MW from the offshore wind farm He Dreiht are currently under development; the final investment decision in March 2023 cleared the way for the start of construction.

About Cobra

Cobra is a world leader in the development, construction and management of industrial infrastructure and energy projects, with more than 75 years of experience. Cobra is a worldwide reference with the capacity and determination to develop, create and operate industrial and energy infrastructures that require a high level of service, based on excellence in integration, technological innovation and financial strength.

About Flotation Energy

Flotation Energy, headquartered in Edinburgh, Scotland, is leading the way in the development of the offshore wind projects and pioneering the future of renewable energy. It has a growing project pipeline, managing 13GW of offshore wind projects in the UK, Ireland, Taiwan, Japan and Australia; with plans to expand into many more key markets. Its core strengths lie in building and operating offshore windfarms in new offshore locations around the globe with expertise in project and engineering management of large infrastructure projects. Determined to support the global movement to Net Zero and sustainable energy consumption, we recognise the benefits of collaboration and working in partnership with other developers to deliver proven, cost-effective solutions.

Further enquiries

bp press office: bppress@bp.com ; EnBW: Miriam Teige, m.teige@enbw.com ; Morecambe: Gael Cordiner, gaelcordiner@flotationenergy.com

Cautionary statement:

In order to utilize the 'safe harbor' provisions of the United States Private Securities Litigation Reform Act of 1995 (the 'PSLRA'), bp is providing the following cautionary statement. This press release contains certain forward-looking statements - that is, statements related to future, not past events and circumstances - which may relate to one or more of the financial condition, results of operations and businesses of bp and certain of the plans and objectives of bp with respect to these items. These statements are generally, but not always, identified by the use of words such as 'will', 'expects', 'is vomto', 'aims', 'should', 'may', 'objective', 'is likely to', 'intends', 'believes', 'anticipates', 'plans', 'we see' or similar expressions. Actual results may differ from those expressed in such statements, depending on a variety of factors including the risk factors set forth in our most recent Annual Report and Form 20-F under "Risk factors" and in any of our more recent public reports. Our most recent Annual Report and Form 20-F and other period filings are available on our website at www.bp.com, or can be obtained from the SEC by calling 1-800-SEC-0330 or on its website at www.sec.gov.

D.5.2 Consultation Close (23 May 2023)

‹ News

PRESS RELEASES
Tuesday, 23 May 2023

Community consultations for UK offshore wind projects closing soon

Local consultations for UK wind farms: Morecambe, Morgan and Mona will end on 4 June 2023 after six weeks of events aimed at local stakeholders and residents. The online consultation hub is still available for those wanting to provide feedback, to access the events schedule, or find out further details on the projects. All responses to the consultation must be submitted by midnight on 4 June.

Wind farms Morgan and Mona are being developed under a joint venture between bp and Energie Baden-Wurttemberg AG(EnBW), and Morecambe is being developed under a joint venture by Cobra Instalaciones y Servicios, S.A. and Flotation Energy Ltd.

Launched on 19 April, events for the consultations have been hosted across North-west England, Wales and the Isle of Man, providing an opportunity for the local communities and stakeholders to engage and provide feedback on the projects in person.

Richard Haydock, Project Director, bp, said: "These consultations are an important next step in delivering these projects and getting them online. We've had a good level of response so far, and we hope to see it continue until consultations close in a week's time."

Burkhard Römhild, Project Director, EnBW, said: "We appreciate the constructive feedback received to date from our stakeholders regarding our wind farm developments Morgan and Mona in the Irish Sea. Taking this onboard we will further fine tune the project designs in preparation of the next milestones on our way to contributing to the UK's ambitiousoffshore wind targets."

Al Rayner, Projects Director, Offshore Wind (OWL), joint venture of Cobra and Flotation Energy, said: "These projects have huge potential to further advance the UK's offshore wind industry and supporting our nation's Net Zero ambitions. We're delighted to have had so many meaningful and important conversations with our key stakeholders and look forward to continuing our conversations and collaborations with them throughout the projects' development and delivery."

The consultations are addressing:

- Full statutory consultation of Mona's transmission and generation assets,
- Statutory consultation for Morgan generation assets,
- Morecambe's generation assets, and a joint non-statutory consultation for Morecambe and Morgan's transmission assets.

For the consultations on Morecambe Offshore Windfarm Generation Assets, Morgan Offshore Wind Project Generation Assets, and Morgan and Morecambe Offshore Wind Farms Transmission assets please visit: www.morecambeandmorgan.com

For the Morgan Offshore Wind Project Generation Assets consultation visit please: www.morecambeandmorgan.com/morgan

For the Morecambe Offshore Windfarm Generation Assets consultation visit please: www.morecambeandmorgan.com/morecambe

For the Morgan and Morecambe Offshore Wind Farms: Transmission Assets consultation please visit: www.morecambeandmorgan.com/transmission

For the Mona Offshore Wind Farm consultation please visit: www.morganandmona.com

Notes to Editors

About bp

bp's purpose is to reimagine energy for people and our planet. bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero. This strategy will see bp transform from an international oil company producing resources - to an integrated energy company providing solutions to customers. bp already has a significant onshore wind business in the US with a gross generating capacity of approximately 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore wind pipeline.

About EnBW

Energie Baden-Württemberg AG (EnBW) is one of the largest energy supply companies in Germany and Europe, with a workforce of 27,000 employees supplying energy to around 5.5 million customers. Installed renewable energy capacity will account for 50 percent of EnBW's generating portfolio by the end of 2025. EnBW was among the pioneers in offshore wind power with its Baltic 1 wind farm in the Baltic Sea. EnBW has developed, constructed and operates four offshore wind farms in Germany with a total installed capacity of 945 MW. Another 960 MW from the offshore wind farm He Dreiht are currently under development; the final investment decision in March 2023 cleared the way for the start of construction.

About Cobra

Cobra is a world leader in the development, construction and management of industrial infrastructure and energy projects, with more than 75 years of experience. Cobra is a worldwide reference with the capacity and determination to develop, create and operate industrial and energy infrastructures that require a high level of service, based on excellence in integration, technological innovation and financial strength.

About Flotation Energy

Flotation Energy, headquartered in Edinburgh, Scotland, is leading the way in the development of offshore wind projects and pioneering the future of renewable energy. It has a growing project pipeline, managing 13GW of offshore wind projects in the UK, Ireland, Taiwan, Japan and Australia; with plans to expand into many more key markets. Its core strengths lie in building and operating offshore windfarms in new offshore locations around the globe with expertise in project and engineering management of large infrastructure projects. Determined to support the global movement to Net Zero and sustainable energy consumption, we recognise the benefits of collaboration and working in partnership with other developers to deliver proven, cost-effective solutions.

Further enquiries

Morgan and Mona: bppress@bp.com, m.teige@enbw.com

Flotation Energy: flotationenergy@pagodapr.com

Cautionary statement:

In order to utilize the 'safe harbor' provisions of the United States Private Securities Litigation Reform Act of 1995 (the 'PSLRA'), bp is providing the following cautionary statement. This press release contains certain forward-looking statements – that is, statements related to future, not past events and circumstances – which may relate to one or more of the financial condition, results of operations and businesses of bp and certain of the plans and objectives of bp with respect to these items. These statements are generally, but not always, identified by the use of words such as 'will', 'expects', 'is expected to', 'aims', 'should', 'may', 'objective', 'is likely to', 'intends', 'believes', 'anticipates', 'plans', 'we see' or similar expressions. Actual results may differ from those expressed in such statements, depending on a variety of factors including the risk factors set forth in our most recent Annual Report and Form 20-F under "Risk factors" and in any of our more recent public reports.

Our most recent Annual Report and Form 20-F and other period filings are available on our website at www.bp.com, or can be obtained from the SEC by calling 1-800-SEC-0330 or on its website at www.sec.gov.

D.6. Consultation Website

Welcome to Morgan Offshore Wind Project

Morgan Offshore Wind Project Generation Assets is a joint venture between bp and Energie Baden Württemberg AG (EnBW) to develop a wind farm in the Irish Sea.

Morgan Offshore Wind Project will be located in the Irish Sea, approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.

This project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.

Morgan Offshore Wind Project Generation Assets is classed as a Nationally Significant Infrastructure Project (NSIP). This means that a Development Consent Order (DCO) is needed from the Secretary of State for the Department for Energy Security and Net Zero.

We're now holding a statutory consultation on our latest proposals which will run from 19 April to 4 June 2023. Local people, including residents, local elected representatives and other stakeholders, have a really important role to play throughout this consultation. We need your views and knowledge as we work to finalise our proposals in preparation for submitting our Development Consent Order application.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording

You can view all our consultation materials and find out about our consultation events on our consultation hub. This includes our Preliminary Environmental Information Report ('PEIR'), which forms the basis of this consultation.

Consultation hub

About us

This project is being brought forward as a joint venture between bp and Energie Baden- Württemberg AG (EnBW).

About bp

bp's purpose is to reimagine energy for people and our planet. bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero. This strategy will see bp transform from an international oil company producing resources - to an integrated energy company providing solutions to customers. bp already has a significant onshore wind business in the US with a gross generating capacity of 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

About EnBW

Energie Baden-Württemberg AG (EnBW) is one of the largest energy supply companies in Germany and Europe, with a workforce of 27,000 employees supplying energy to around 5.5 million customers. Installed renewable energy capacity will account for 50 percent of EnBW's generating portfolio by the end of 2025. EnBW was among the pioneers in offshore wind power with its Baltic 1 wind farm in the Baltic Sea. EnBW has developed, constructed and operates four offshore wind farms in Germany with a total installed capacity of 945 MW. Another 960 MW from the offshore wind farm He Dreiht are currently under development; the final investment decision in March 2023 cleared the way for the start of construction.

Our work so far

Our work since our first, non-statutory consultation in 2022

We've been carrying out lots of assessments across a range of areas to better understand the area we could work in and the potential impacts of the Morgan Offshore Wind Project. This includes work to better understand the proposed design of the Morgan Offshore Wind Project and how it could be constructed. We've provided an overview of some of the other work we've been undertaking.

Please note that the information provided is by no means exhaustive or fully representative of all the work we've done. More detailed information about all the assessments we've carried out and the subsequent results can be found in our PEIR.

Environmental considerations

Since receipt of the Scoping Opinion in 2022, we have been carrying out a range of environmental assessments to better understand the potential impacts of the project. We have also engaged with statutory bodies, including the Marine Management Organisation, to understand in greater detail the area that we're proposing to work in.

Our PEIR

To support this consultation, we've published a PEIR. This is a statutory requirement of the DCO process and provides the preliminary findings of our environmental assessments, including the likely environmental effects of the project and how they could be mitigated.

We want you to tell us if there are any potential environmental effects you think we might have missed or anything else we should consider.

Feedback at this consultation, and further technical work, will help us to refine our plans and develop our Environmental Statement, which will form an important part of our DCO application.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording

You can view all our consultation materials and find out about our consultation events on our consultation hub. This includes our Preliminary Environmental Information Report ('PEIR'), which forms the basis of this consultation.

Consultation hub

Commercial fisheries, shipping and navigation

We have conducted a range of assessments within our study area to see how our proposed wind farm site could impact commercial fisheries, shipping and navigation.

We've provided an overview of the results of these assessments. More detailed information about the assessments carried out and the subsequent results can be found in our PEIR on the consultation hub.

Commercial fisheries

During the operation and maintenance phase of the Morgan Offshore Wind Project Generation Assets, our assessments found a range of potential effects to commercial fisheries with the majority found to be 'minor adverse' or lower and 'not significant'.

The project will continue to engage with stakeholders in the region related to commercial fisheries and explore how Morgan Offshore Wind Project Generation Assets can minimise any potential impacts further.

Shipping and navigation

A shipping and navigation baseline was developed through a review of relevant publications, collection and analysis of historical vessel traffic and incident data, and consultation with key stakeholders. The Morgan Offshore Wind Project Generation Assets are located in an area utilised by a variety of different maritime users.

Some potential impacts on shipping and navigation, associated with the construction, operation and maintenance, and decommissioning phases of the Morgan Offshore Wind Project Generation Assets were identified. These include impacts to vessel routing, port operations, navigational safety and emergency response. Our assessments found that the Morgan Offshore Wind Project Generation Assets may affect the Liverpool to Douglas, Liverpool to Belfast, Heysham to Douglas and Heysham to Warrenpoint ferry routes and increase journey times.

With the incorporation of mitigation measures already adopted by the project, the majority of these impacts result in effects which are deemed, in planning terms, "not significant". Where "significant" effects are identified, including when considered with other plans and neighbouring projects, we are committed to exploring additional measures through further studies and engagement with stakeholders to ensure they are appropriate and adequate for reducing risks to "as low as reasonably practicable" (ALARP) prior to submission of the application. Appropriate risk controls will then be secured through project consents.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording

You can view all our consultation materials and find out about our consultation events on our consultation hub. This includes our Preliminary Environmental Information Report ('PEIR'), which forms the basis of this consultation.

Consultation hub

Supporting the local, national and regional economy

As well as playing a role in the energy transition, our proposals for Morgan Offshore Wind Project Generation Assets will unlock significant economic benefits, both in terms of the jobs we will create and the supply chain opportunities that will be on offer for businesses across the UK.

Supply chain

We know that offshore wind projects bring significant benefits to their local communities and we think it's incredibly important the local supply chain contributes to this project too. We have launched a dedicated supplier portal where local companies can pair their skills with the projects' needs. The portal provides access for companies of all sizes to register their interest for future work. The project is encouraging UK-based suppliers to register their interest at **www.enbw-bp.com/suppliers** particularly those with connections across North Wales and the north west of England.

Ports and harbours

We are engaging with ports and harbours around the Irish Sea that could support construction activities and then eventually operations and maintenance for the wind farms.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording

You can view all our consultation materials and find out about our consultation events on our consultation hub. This includes our Preliminary Environmental Information Report ('PEIR'), which forms the basis of this consultation.

Consultation hub

Next steps

Once this consultation closes on 4 June 2023, we will consider all the feedback we have received alongside carrying out further technical, engineering and environmental work.

This is all with the aim of preparing our DCO application for submission to the Planning Inspectorate and Secretary of State for the Department of Energy Security and Net Zero. We expect to submit our application in 2024.

Our application will include:

- An Environmental Statement setting out the environmental considerations for the project and how we propose to minimise potential impacts.
- A Consultation Report summarising responses to this consultation and an explanation of how we have taken those views into account.

The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State for the Department of Energy Security and Net Zero. The Secretary of State will then make the final decision on our application, which we expect before the end of 2025.

If our application is successful, we expect to begin construction in 2026/2027. We anticipate the Morgan Offshore Wind Project to be operational by 2030.

There will be further opportunities for people to have their say on our proposals post application via a process led by the Planning Inspectorate. You can find out more about this process by visiting National Infrastructure Planning.

Indicative timeline (as of publication 2023)

2023

Statutory consultation on Morgan offshore wind farm

2024

Applications submitted for a development consent order (DCO)

2026

Earliest anticipated commencement of construction

2028/29

Expected start – Commercial Operations Dates (CODs)

What we are proposing

Morgan Offshore Wind Project will be located in the Irish Sea, approximately 36km from the north west coast of England and 22km from the Isle of Man.

Currently we expect the project will include up to **107 wind turbine generators and up to four offshore substation platforms (OSPs)**, as well as **inter-connector cables and inter-array cables**.

To construct, operate and maintain the Morgan Offshore Wind Project, we will need a combination of offshore and onshore infrastructure. This Consultation relates only to the Morgan Generation Assets which are located entirely offshore. The full scope of the Morgan Offshore Wind Project is presented in the diagram below but this consultation focuses solely on the offshore generation assets elements.

Separate consultations are currently being held for the other elements of the Project.

Because offshore wind farm development can be complex, many of the details of the project will likely not be known at the time of our application. This could include the:

- Precise number, location and configuration of the wind turbine generators and any associated development.
- Type of foundation we could use to install the turbines and any associated development.
- Exact height of the tip of the turbine rotors and the diameter of the rotors.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

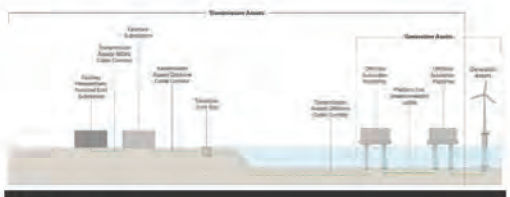
All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording



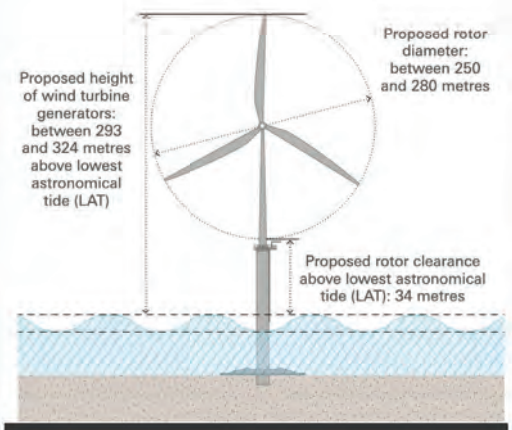
Click image to enlarge

The components of the Morgan Offshore Wind Project

How do offshore wind farms work?

What are wind turbine generators?

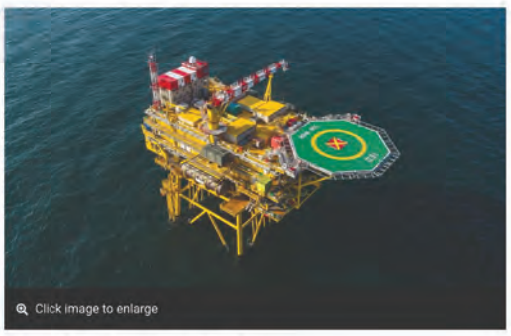
These are devices that convert the kinetic energy of wind to electrical energy. For more information on the likely design of the wind turbine generators for the Morgan Offshore Wind Project, please see our project description chapter in the PEIR.



Click image to enlarge

What are Offshore Substation Platforms (OSPs)?

These are fixed structures that would be located within the wind farm site. The purpose of these structures is to convert the power from the wind turbine generators into a form ready to be transferred to shore.



Click image to enlarge

What are inter-connector cables?

These are electrical cables that link one or more OSPs.

What are inter-array cables?

These are cables that link the wind turbine generators to each other and the OSPs.

Visualisations

The PEIR contains a series of visualisations is available which show what the wind farm could look like from various points along the coast. You can find them in the Seascape, Landscape and Visual Resources chapter.

View visualisations

Why we need offshore wind

This project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.

The UK is a world leader in offshore wind and the seas around Britain are ideal for harnessing wind power. Our project will be operational by 2030, leading the way in decarbonising the UK.

The project will contribute to the energy transition by:

- Generating low carbon electricity from an offshore wind farm in support of the decarbonisation of the UK electricity supply
- Optimising generation capacity within the constraints of available sites and grid infrastructure
- Co-existing and collaborating with other activities, developers and operators to enable the balance of different users

This project will also:

- Contribute to achieving the aims of the UK's Energy Security Strategy
- Contribute to the local, regional and national economy by providing substantial investment, as well as employment and new infrastructure during all phases of the project
- Continue to drive technology and development costs down to provide low cost energy to consumers and provide community benefits
- Align with the key drivers in current and planned updates to national policy

The UK already generates around 13 GW of its power from offshore wind making it the second largest producer of wind power in the world. It plays an increasingly important role in our energy mix. For example, for a period on 29 January 2022 offshore wind was providing 66% of our total energy output. But we need to go a lot further. For the UK to achieve its climate goals, we need to quadruple our offshore wind generation, meaning we need up to 50 GW of generating capacity installed and operating by 2030.

Construction

Wind turbines

We are proposing to use three-bladed wind turbine generators (similar to those pictured). These will include the following elements:

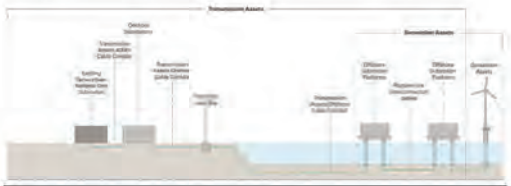
- Rotors, including blades and a hub (which connects the blades to the shaft and drive train).
- Nacelle (which houses the electrical generator, control electronics and drive system).
- Structural support, which includes a tubular steel tower on top of a foundation structure.

The layout and design of the wind farm

The exact layout of the wind turbine generators is still being developed and would not be finalised until after the project is granted a positive consent decision by the Secretary of State for the Department of Energy Security and Net Zero.

Wind turbine generators will be set out in rows. In-row spacing (the space between each individual wind turbine generator in a row) will be a minimum of 875 metres (or 0.54 miles). Inter-row spacing (the space between each row of wind turbine generators) will be a minimum of 1000 metres (or 0.62 miles).

There may be empty spaces within the wind farm site. This may be due to certain less favourable seabed conditions or, for example, because we need to keep away from existing infrastructure.



Click image to enlarge

The components of the Morgan Offshore Wind Project

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

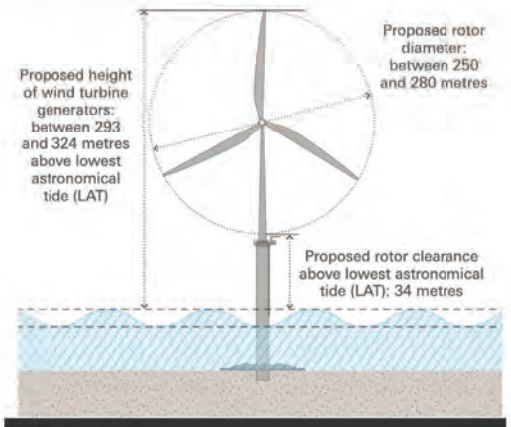
All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording



Click image to enlarge

Fast facts: wind turbine generators

This information is based on current understanding and may be refined once consultation has closed and ahead of submitting our DCO application. These numbers are assuming the generation of 1,500 megawatts of electricity.

- Proposed number of wind turbine generators: **up to 107**
- Proposed rotor diameter: **between 250 and 280 metres**
- Proposed height of wind turbine generators: **between 293 and 324 metres above the lowest astronomical tide (LAT)**
- Proposed rotor clearance above lowest astronomical tide (LAT): **34 metres**

Fast facts: offshore substation platforms (OSPs)

- Proposed maximum number of OSPs: **4**
- Proposed maximum topside width ('topside' meaning the main structure on top of the foundations above the sea surface): **60 metres**
- Proposed maximum topside length: **80 metres**
- Proposed highest point of topside (above LAT), excluding the helicopter landing pad and lightning protection: **70 metres**

Fast facts: inter-array cables

These are installed to connect individual wind turbine generators and also connect wind turbine generators to OSPs.

- Proposed maximum length of inter-array cables: **500 kilometres (310.69 miles)**
- Proposed maximum width of disturbance due to installation and burying of inter-array cables beneath the seabed: **20 metres per cable**
- Proposed depth for burying inter-array cables: **0.5 to 3 metres**
- Anticipated percentage of cable unburied because of certain ground conditions and requiring to be protected: **10%** (this is a 'worst-case' assumption)

Fast facts: inter-connector cables

Should the project require up to four OSPs, inter-connector cables will be needed to connect each OSP and enable the transfer. They would also ensure that electricity transmission can continue should one cable fail.

- Proposed maximum number of cables: **3**
- Proposed maximum length of all three cables: **60 kilometres (37.28 miles)**
- Proposed maximum number of trenches required to bury the cables: **3**

Consultation Hub

On this page you can view and download a selection of materials that provide more information about the Morgan offshore and onshore wind projects.

Should you require any of these materials in a more accessible format, or in a different language, please contact the project team by emailing **info@morganoffshorewind.com** or calling **0800 915 2493 (option 1)**.

Statutory consultation 2023: all materials

- **Plans and Drawings**
- **Development Consent Order**
- **Reports**
- **PEIR Volume 1: Introductory Chapters**
- **PEIR Volume 2: Offshore Chapters**
- **PEIR Volume 3: Introductory Annexes**
- **PEIR Volume 4: Offshore Annexes**
- **PEIR Volume 5: Non-Technical Summary**
- **Statutory Consultation Materials**

Non-statutory consultation autumn 2022: selected materials

- Morecambe and Morgan consultation brochure - Autumn 2022
- Recording of online consultation event

Scoping reports

- Morgan Offshore Wind Project Environmental Impact Assessment Scoping Report

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Online webinar event

Watch the recording of our online consultation event, broadcast on 3 May 2023

Watch recording

[redacted]

Feedback form

We would like your feedback on the work we've undertaken on our project to date.

You can share any feedback you may have by using one of the following methods:

- **Online feedback form:** complete the online version of our feedback form.
- **Paper feedback form:** download a pdf copy of our feedback form from our consultation hub here and email it to us
- **Email us:** info@morganoffshorewind.com
- **Write to us:** FREEPOST MORGAN

General

Section 1 of 6

1. Do you have any comments or feedback on the project to date generally, including the specific topics listed (see numbered topics 1.1 to 1.14 below).

Characters remaining: **7000**

Enter your feedback

1.1 Physical processes

Characters remaining: **1000**

Enter your feedback

1.2 Benthic subtidal ecology

Characters remaining: **1000**

Enter your feedback

1.3 Fish and shellfish ecology

Characters remaining: **1000**

Enter your feedback

1.4 Marine mammals

Characters remaining: **1000**

Enter your feedback

1.5 Offshore ornithology

Characters remaining: **1000**

Enter your feedback

1.6 Commercial fisheries

Characters remaining: **1000**

Enter your feedback

1.7 Shipping and navigation

Characters remaining: **1000**

Enter your feedback

1.8 Marine archaeology

Characters remaining: **1000**

Enter your feedback

1.9 Infrastructure and other users, offshore

Characters remaining: **1000**

Enter your feedback

1.10 Seascape, Landscape and Visual Impact Assessment (SLVIA)

Characters remaining: **1000**

Enter your feedback

1.11 Civil and military aviation and radar

Characters remaining: **1000**

Enter your feedback

1.12 Climate change

Characters remaining: **1000**

Enter your feedback

1.13 Socioeconomics, tourism and recreation

Characters remaining: **1000**

Enter your feedback

1.14 Human health

Characters remaining: **1000**

Enter your feedback

Continue

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- Commercial impact
- General
- Your details — Required

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

Technical & environmental

Section 2 of 6

2. Do you have any comments or feedback on how we have understood the technical and environmental constraints of the areas offered to us by the Crown Estate as part of its leasing process?

Characters remaining: **7000**

Enter your feedback

Go back

Continue

Feedback sections

- General
- **Technical & environmental**
- Community
- Construction
- Commercial impact
- General
- Your details — **Required**

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

Community

Section 3 of 6

3. Do you have any comments/ feedback on the possible community benefits of the Morgan Offshore Wind Project Generation Assets, and how the project can support the local, regional and national economy?

Characters remaining: **7000**

Enter your feedback

Go back

Continue

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- Commercial impact
- General
- Your details — Required

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

Construction

Section 4 of 6

4. Do you have any comments/ feedback on how we are proposing to construct, operate and maintain Morgan 0ffshore Wind Project Generation Assets?

Characters remaining: **7000**

Enter your feedback

Go back

Continue

Feedback sections

- General
- Technical & environmental
- Community
- **Construction**
- Commercial impact
- General
- Your details — **Required**

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

Commercial impact

Section 5 of 6

5. Do you have any comments/ feedback on how the project interacts with commercial fisheries, shipping and navigation?

Characters remaining: **7000**

Enter your feedback

Go back

Continue >

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- **Commercial impact**
- General
- Your details — **Required**

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

General

Section 6 of 6

6. Do you have any comments/ feedback on the project, including any other information provided as a part of this consultation?

Characters remaining: **7000**

Enter your feedback

Go back

Continue

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- Commercial impact
- **General**
- Your details — **Required**

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Feedback form

Your details

Title

First name*

Last name*

Address

Postcode*

Phone

Email

Are you responding on behalf of an organisation?

○ Yes ○ No

Organisation

If yes, which one?

☐ Please keep me informed of the project's progress

Go back

Review your feedback >

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- Commercial impact
- General

Your details — Required

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

Feedback form

Review your feedback

Question	Your response
Title	-
First name	Hannah
Last name	Pingriff
Address	1
Postcode	WR2 6AU
Phone	07792058816
Organisation	-
Please keep me informed of the project's progress	on
Email	hannahmrobinson@outlook.com

I'm not a robot

reCAPTCHA
Privacy - Terms

To submit this feedback form, we ask for a human-only response from a reCAPTCHA. For this to work correctly, the use of cookies must be accepted.

Go back

Submit your feedback

Feedback sections

- General
- Technical & environmental
- Community
- Construction
- Commercial impact
- General
- Your details — Complete

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Successful feedback

Your feedback has been submitted

Thank you for submitting your feedback. We will review all your comments alongside other feedback and take them into account as we prepare our planning application.

Back home

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Consultation events

You can find out more about Morgan Offshore Wind Project Generation Assets at one of our consultation events.

These events are a great way to learn more about our project, meet the project team and ask any questions you may have.

In-person consultation events are 'drop-in' events, meaning you can stop by at any point to learn more and speak to the team. Pop-up events are being held in areas of high footfall. These events are smaller in scale but still a great opportunity to speak to a member of the team and learn more.

Our online event will be held on Zoom and include a presentation from the project team, followed by a question-and-answer session.

Morgan Offshore Wind Project Generation Assets

Call: 0800 915 2493 (option 1)

Email: info@morganoffshorewind.com

Our events will also have representatives from Morecambe Offshore Windfarm Generation Assets, Morgan and Morecambe Offshore Wind Farms: Transmission Assets and Mona Offshore Wind Project. Please see below to see which events will have representatives present from these other projects.

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

Deposit locations

Throughout the consultation period you can visit one of the deposit locations listed and pick up paper copies of our brochure, feedback form, PEIR NTS and Statement of Community Consultation (or 'SoCC'). Please note that opening times of deposit locations may vary so please refer to the venues' websites before visiting.

View locations

Consultation events

Location	Date	Time	Teams
Winter Gardens, Blackpool 97 Church Street, Blackpool FY1 1HL	Wed 10 May	3pm to 7pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Fylde Rugby Football Club Woodlands Memorial Ground, Blackpool Road, Lytham St Annes FY8 4EL	Fri 12 May	3pm to 7pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Kingsfold Methodist Church Hawksbury Drive, Kingsfold, Penwortham PR1 9EN	Sat 13 May	10am to 1pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Ramsey Town Hall Parliament Square, Ramsey, Isle of Man IM8 1RT	Thur 18 May	3pm to 7pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets, Mona Offshore Wind Project
Douglas Borough Council Town Hall, Ridgeway Street, Douglas, Isle of Man IM99 1AD	Fri 19 May	3pm to 7pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets, Mona Offshore Wind Project
Hutton Village Hall Moor Lane, Hutton, Preston PR4 5SE	Mon 22 May	3pm to 7pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Royal Clifton Hotel Southport Promenade, Southport PR8 1RB	Wed 24 May	4pm to 8pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets

Pop-up events

Location	Date	Time	Teams
Barrow Park Leisure Centre Greengate Street, Barrow-in-Furness LA13 9DT	Thur 11 May	10am to 1pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Affinity Outlet Shopping Lancashire Anchorage Road, Fleetwood FY7 6AE	Tue 23 May	10am to 1pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Preston Market 28 Market Street, Preston PR1 2AR	Wed 24 May	10am to 1pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Waitrose & Partners Formby Three Tuns Lane, Formby, Liverpool L37 4AJ	Thur 25 May	10am to 1pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets
Wallasey JunctionONE Retail Park Bidston Moss, Wallasey CH44 2HE	Thur 25 May	3pm to 6pm	Morgan Generation Assets, Morecambe Generation Assets, Morecambe and Morgan Transmission Assets

Online events

Location	Date	Time
Online Consultation event: Click to Register Here	**Wed 3 May**	6pm to 7pm

Please refer back to this page before attending any consultation events in case of unexpected cancellation

Contact us

You can contact the community relations team by:

[redacted]

Email: info@morganoffshorewind.com

Post: FREEPOST MORGAN

Your feedback

You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

Consultation map

[redacted]

How to use our consultation map

Register

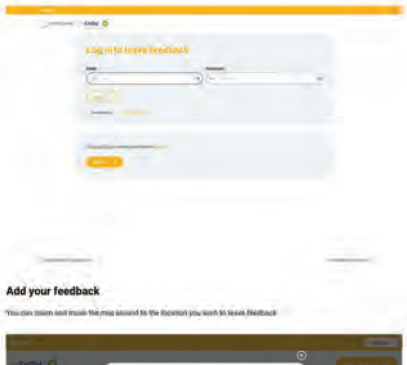
To give us your feedback on the project, you will need to register. Please provide us with your name, email, and postcode and tell us if you are responding on behalf of an organisation or as an individual.

You will be sent an email to confirm your identity. Please click the link in the email to confirm. If you are not logged in please click on 'login'.

Click here to view our GDPR Policy on how we manage data for this project.

Login

Visit the login page and enter your email and password.



Your feedback

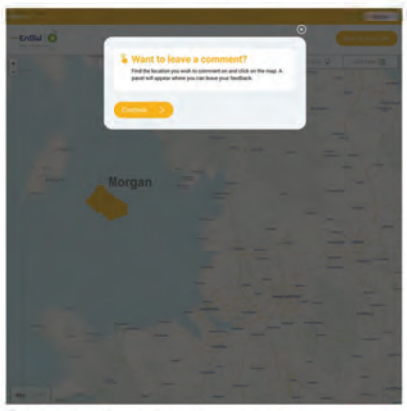
You can leave us feedback by using our consultation map link below. Or you can also fill in an online feedback form here.

All responses to this consultation must be received by midnight 4 June 2023. Responses received after this date may not be considered.

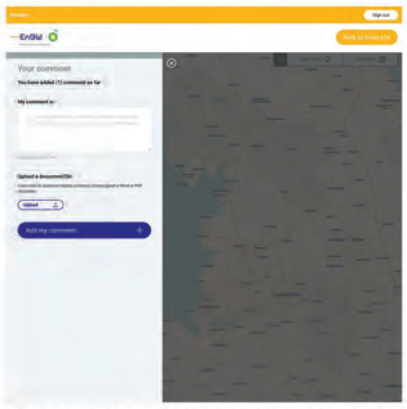
Consultation map

Add your feedback

You can zoom and move the map around to the location you wish to leave feedback



Click on the map and a panel will pop out to allow you to leave a comment at that point.



You can select the 'theme' that is the closest match to the point that you want to make to us. If your comment doesn't match a theme please select 'Doesn't apply to any of these themes'.

Type your comment into the text box. If you wish to provide lengthy feedback (greater than 1000 characters), please write your comment in a document i.e. Word and upload it as an attachment at the bottom of the page.

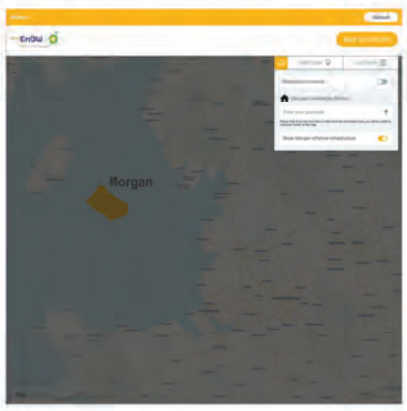
Click on 'Add my comment' to add your feedback to the map. Your pointer will appear on the map. This is important as your comment will not be registered unless you click here to send it to us..

Please note: You are unable to edit a comment once it has been submitted. If you wish to leave additional feedback please add a further comment.

Features

Masterplan outline and plot your location

You are able to turn the masterplan graphic on and off by clicking on the layers icon and selecting 'Show masterplan outline'. You can also enter your postcode and plot your home on the map to see how close you are to the area (please note that locations further than 2km from the consultation area are not viewable).



List view

You can view a list of all of your feedback either on the map or using the 'list view'.

D.7. Consultation Postcard

MORECAMBE

EnBW bp

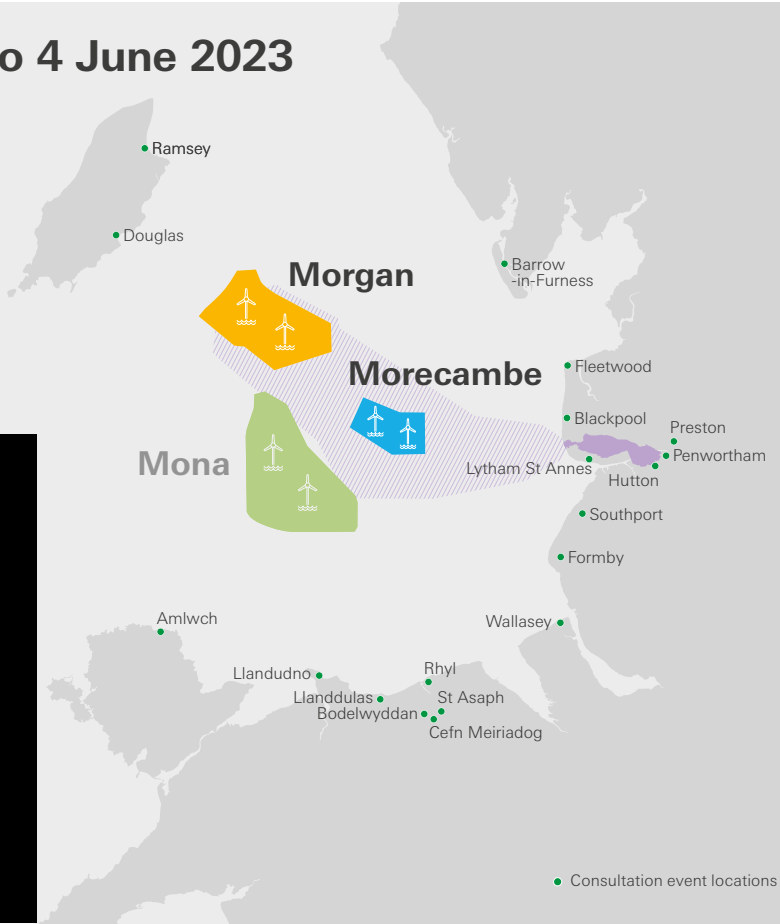
Partners in UK offshore wind

Consultations open from 19 April to 4 June 2023

Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**, two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

We want to hear your views. Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Consultations open from 19 April to 4 June 2023

Please remember:
As three consultations are taking place at the same time for three separate projects, it's important for you to let us know which of the projects (see overleaf) your feedback refers to. This will help us to ensure that all feedback is considered effectively.

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

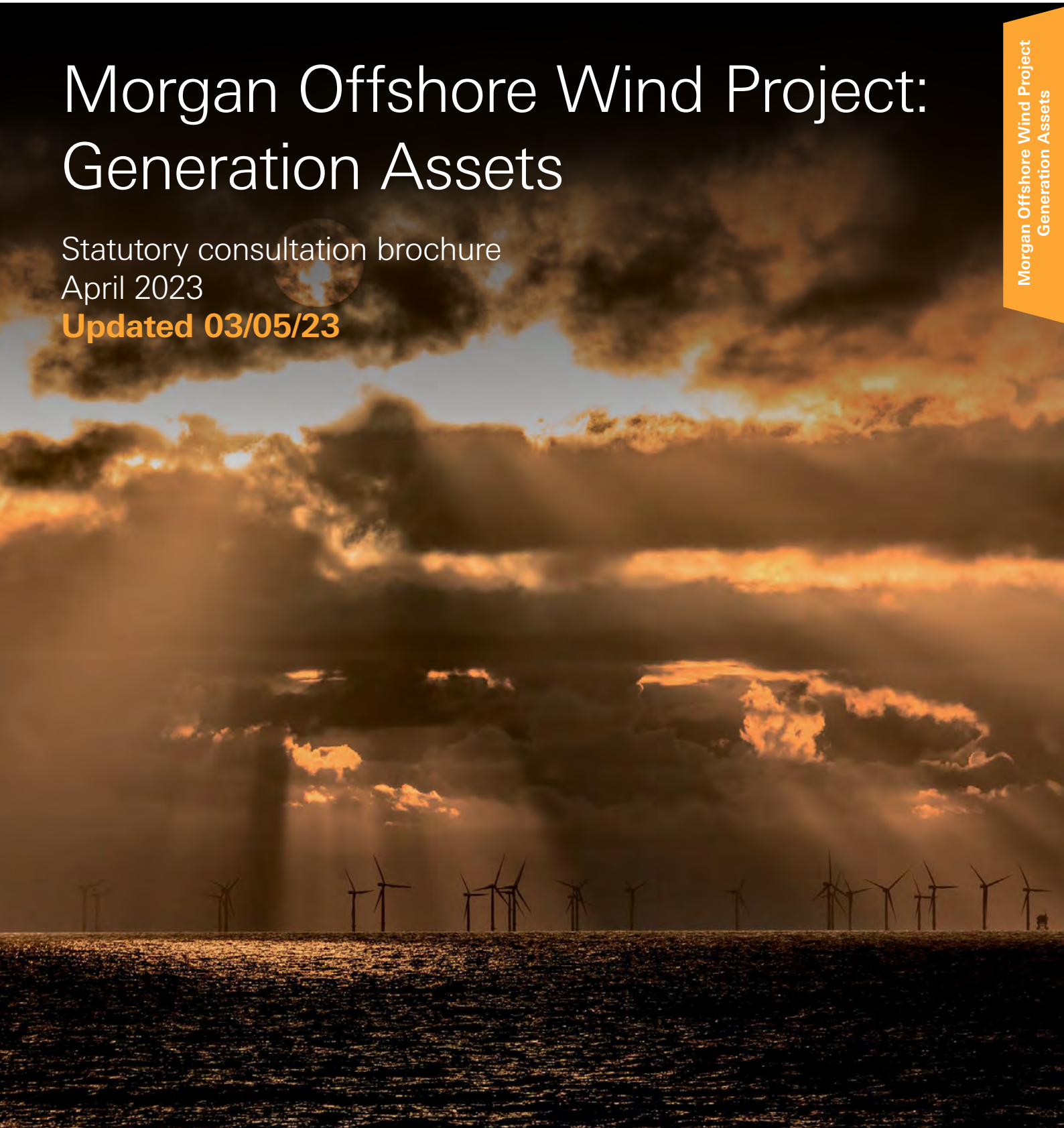
We want to hear your views. Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.

D.8. Consultation Brochure

Partners in UK offshore wind

Morgan Offshore Wind Project: Generation Assets

Statutory consultation brochure
April 2023
Updated 03/05/23



Contents

PLEASE NOTE

This document was updated and republished on our website on 03/05/2023, and brochures were replaced at our community access points during the week commencing 08/05/23. Information about our proposals was updated on pages 4, 6, 9, 10, 12, 13, 15 and 18. For more details on these updates, please call 0800 915 2494 (option 1) or email info@morganoffshorewind.com

Who is developing the project?

This project is being brought forward as a joint venture between bp and Energie Baden- Württemberg AG (EnBW).

About bp

bp's purpose is to reimagine energy for people and our planet.

bp has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero.

This strategy will see bp transform from an international oil company producing resources – to an integrated energy company providing solutions to customers.

bp already has a significant onshore wind business in the US with a gross generating capacity of 1.7GW, operating nine wind assets across the country as well as a 5.2GW net offshore pipeline.

About EnBW

Energie Baden-Württemberg AG (EnBW) is one of the largest energy supply companies in Germany and Europe, with a workforce of 27,000 employees supplying energy to around 5.5 million customers. Installed renewable energy capacity will account for 50 percent of EnBW's generating portfolio by the end of 2025.

EnBW was among the pioneers in offshore wind power with its Baltic 1 wind farm in the Baltic Sea. EnBW has developed, constructed and operates four offshore wind farms in Germany with a total installed capacity of 945MW.

Another 960MW from the offshore wind farm He Dreiht are currently under development; the final investment decision in March 2023 cleared the way for the start of construction.

Introduction

Morgan Offshore Wind Project Generation Assets is a joint venture between bp and Energie Baden-Württemberg AG (EnBW) to develop a wind farm in the Irish Sea.

The project includes:

- Up to 107 wind turbine generators
- Offshore substation platform(s)
- Interconnector cables
- Inter-array cables

See page 12 (Constructing Morgan Offshore Wind Project Generation Assets) for more detail about the different elements of the project.

Please note that there are two other wind farm projects in the Irish Sea currently carrying out statutory consultations:

- **Mona Offshore Wind Project**, also being developed by bp and EnBW: www.morganandmona.com
- **Morecambe Offshore Windfarm Generation Assets**: www.morecambeandmorgan.com/morecambe

Morgan and Morecambe Offshore Wind Farms: Transmission Assets is also conducting a non-statutory phase of consultation. This refers to the assets that will be used to connect electricity generated by the Morgan and Morecambe offshore wind farms to the national grid at Penwortham. Visit **www.morecambeandmorgan.com/transmission** for more information.

This brochure relates to the **Morgan Offshore Wind Project Generation Assets** and all consultation responses provided using the means set out within this brochure should relate to this project only.

Background

When fully operational, the Morgan Offshore Wind Project will have a nominal capacity of 1500 megawatts (MW). It will be located approximately 36km from the north west coast of England and 22km from the Isle of Man (as shown on the map opposite).

The project's wind turbines are expected to generate enough low carbon renewable energy to power the equivalent of over **1.5 million homes**.

Buried inter-array cables will connect to the wind turbines and carry renewable energy to up to four offshore substation platforms (OSPs). The OSPs will then convert the power from the wind turbines to a suitable voltage for transmission to shore.

OSPs may be connected by platform linked cables to allow for greater flexibility in how they operate.

See page 12 (Constructing Morgan Offshore Wind Project Generation Assets) for more information about wind turbine generators, inter-array cables and offshore substation platforms.

There are a number of resources available to help you understand our project in detail. These are referenced throughout this brochure and we would encourage you to look at them to find out further information. All these documents are available to read via the project website: **www.morecambeandmorgan.com/morgan**.

Scanning the QR code below with your phone's camera will take you straight to our project website. From there you can access our Consultation Hub, where you can view all of the resources listed right.

- **Project website www.morecambeandmorgan.com/morgan**

  Our project website provides more information and context relating to the project. It includes an interactive map where you can zoom in, pinpoint specific locations and provide feedback. It also includes a series of visualisations showing what the wind farm could look like from various points along the coast.

www.morecambeandmorgan.com/morgan

- **Preliminary Environmental Information Report (PEIR)**

  This is a technical document that describes the project and the work undertaken to date in significant detail. It sets out potential environmental, social and economic impacts in detail, including some of the benefits of the project, as well as any initial measures proposed to mitigate those possible impacts. This document is the basis of this consultation and we are seeking your feedback on it.

- **PEIR Non-Technical Summary (NTS)**

  This is a shorter and more accessible summary of the PEIR's key points.

Printed copies of our consultation brochure and PEIR NTS are available to read at a number of reference locations across the project area. Memory sticks (USBs) containing the PEIR in full will be available on request at in-person events. A full list of reference locations is available on the project website.

Providing feedback

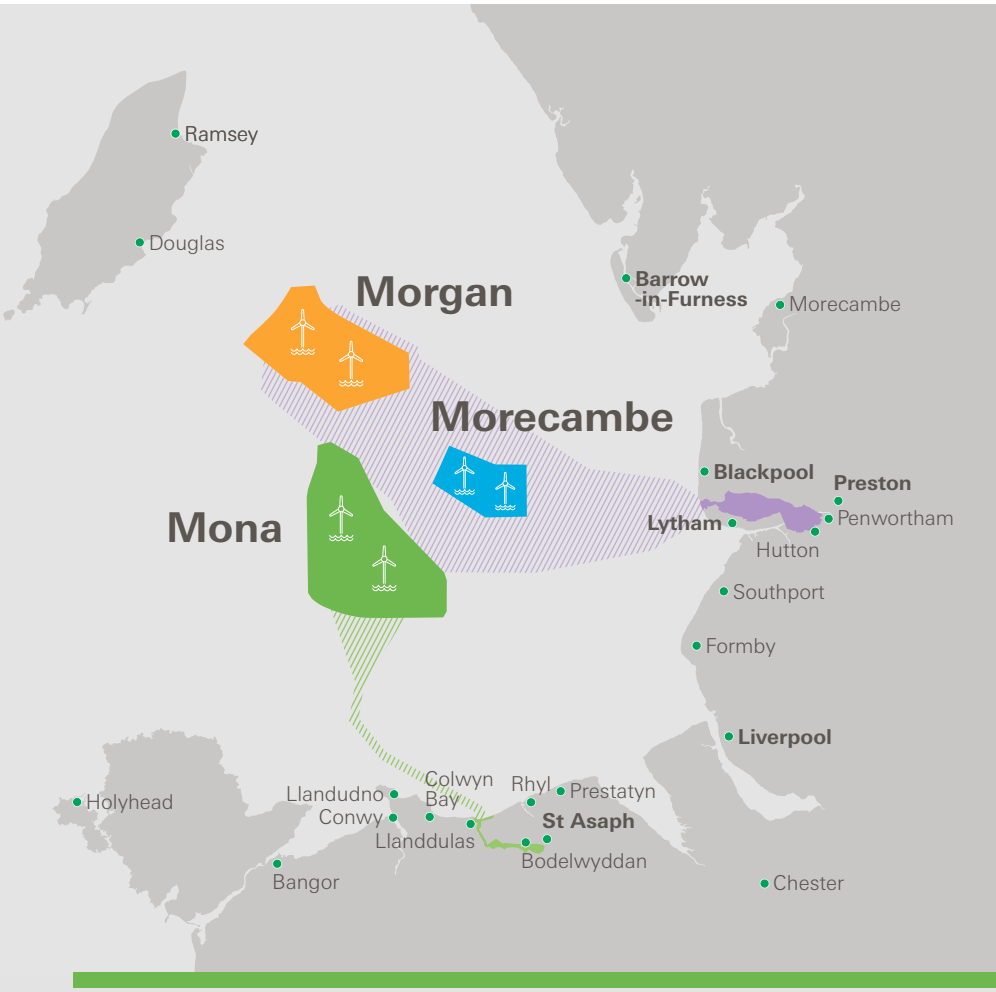
At certain points throughout this brochure we've included prompts to provide feedback. There's also more information about providing feedback on page 19. Please note that your feedback doesn't need to be limited to the questions and areas covered in this brochure. We would like to hear any thoughts you may have.

Morgan Offshore Wind Project Generation Assets is a joint venture between bp and Energie Baden-Württemberg AG (EnBW) to develop a wind farm in the Irish Sea. Visit **www.morecambeandmorgan.com/morgan** for more information.

Morecambe Offshore Windfarm Generation Assets is a joint venture between Cobra Instalaciones y Servicios, S.A. (Cobra) and Flotation Energy Ltd to develop a windfarm in the Irish Sea. Visit **www.morecambeandmorgan.com/morecambe** for more information.

Morgan and Morecambe Offshore Wind Farms: Transmission Assets refers to the offshore and onshore assets that will be used to transport electricity from the Morgan and Morecambe Offshore Wind Farms to the National Grid substation at Penwortham. See page 4 or visit **www.morecambeandmorgan.com/transmission** for more information.

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea, off the coast of North Wales. Visit **www.morganandmona.com** for more information.



These are all separate projects in their own right and separate consent applications will be progressed for each.

Morgan Offshore Wind Project Generation Assets is the focus of this brochure and this consultation.

All consultation responses sent in line with the methods set out in this brochure should relate to this project ***only***.

If you want to provide feedback on any of the other projects, please refer to the consultation materials relating to each individual project.

Application for development consent

Morgan Offshore Wind Project Generation Assets is classed as a Nationally Significant Infrastructure Project (NSIP).

This means that a development consent order (DCO) is needed from the Secretary of State for the Department for Energy Security and Net Zero.

NSIPs are determined in accordance with National Policy Statements (NPSs). The relevant NPSs for this proposed development are the Overarching National Policy Statement for Energy (EN-1), the National Policy Statement for Renewable Energy Infrastructure (EN-3) and the National Policy Statement for Electricity Networks Infrastructure (EN-5). The NPSs set out national policy against which proposals for major energy projects will be assessed by the Planning Inspectorate and decided by the Secretary of State.

The DCO process requires the project to submit an application for development consent to the Planning Inspectorate. We expect to submit our application in 2024. Our application will include:

- A consultation report summarising responses to this consultation and an explanation of how we have considered people's feedback.
- An Environmental Statement setting out the environmental considerations for the project and how we propose to minimise potential impacts.

Before submitting an application, the Planning Act 2008 requires developers to carry out consultation with local communities and statutory consultees.

This is likely to be the last public, statutory consultation on the project before we submit our DCO application. We are therefore keen to hear from the public and stakeholders to help shape our assessment for the Environmental Statement and DCO submission. We will continue to remain open to feedback about our proposals throughout the entire development and application phase.

Once our application has been submitted, an Examining Authority appointed by the Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State for the Department for Energy Security and Net Zero. The Secretary of State will make the final decision on our application and we expect to receive this decision in 2025.

More information on the planning process for NSIPs can be found at: www.infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf

A summary of the DCO application process:

1. **Consultation**
The project notifies and consults the public, statutory consultees and those with an interest in the affected land (in accordance with the Planning Act 2008) on the proposed development.

2. **Submission**
The project will review the feedback received during the consultation and finalise the proposals, taking this feedback into account. A DCO application, with a Consultation Report, will then be submitted to the Planning Inspectorate.

3. **Acceptance**
After the application is submitted, the Planning Inspectorate will decide whether it is suitable for examination and appoint a panel of Inspectors to examine the application (the Examining Authority).

4. **Pre-examination**
If accepted for examination, there will be an opportunity for people to register their interest in the Examination with the Planning Inspectorate. Anyone registering an interest will be kept informed of the progress of the Examination, including when and how they can provide comments. A preliminary meeting will set the timetable for examination.

5. **Examination**
The Examination is expected to last up to six months. People who have registered their interest will be able to make representations to the Examining Authority and ask to speak at hearings.

6. **Decision**
Following the Examination, the Examining Authority will make a recommendation on the application to the Secretary of State for the Department for Energy Security and Net Zero within three months. The ultimate decision as to whether or not to grant a DCO lies with the Secretary of State.

Morgan Offshore Wind Project – what we are proposing

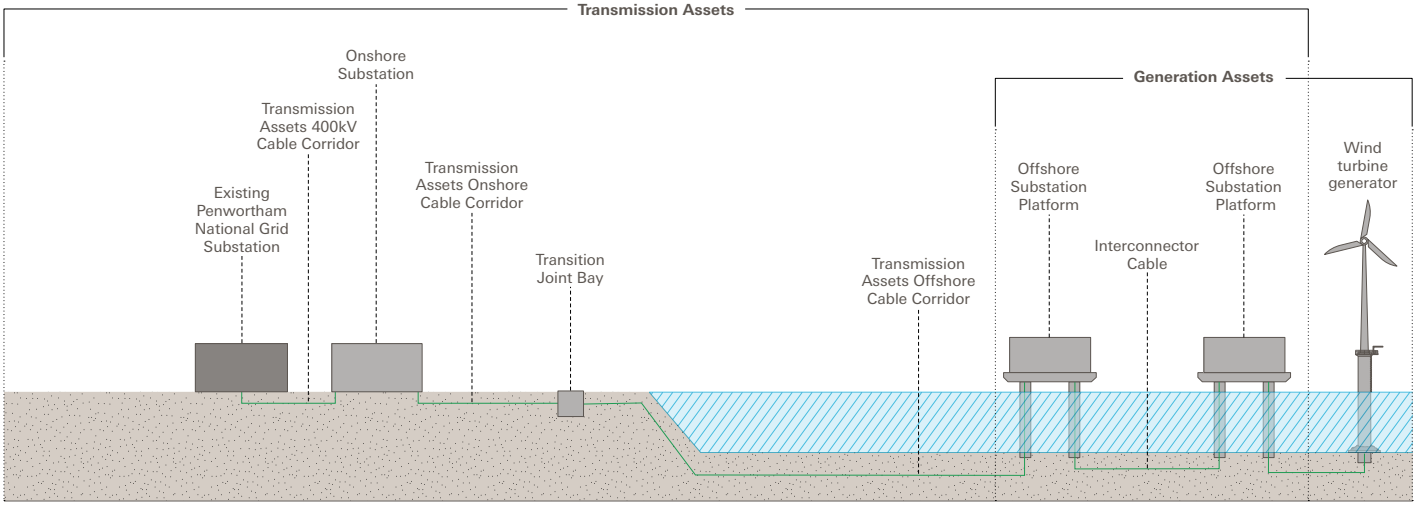
Morgan Offshore Wind Project will be located in the Irish Sea, approximately 36km from the north west coast of England and 22km from the Isle of Man.

Currently we expect the project will include up to **107 wind turbine generators** and **up to four offshore substation platforms (OSPs)**, as well as **inter-connector cables** and **inter-array cables**.

To construct, operate and maintain the Morgan Offshore Wind Project, we will need a combination of **offshore** and **onshore** infrastructure. This Consultation relates only to the Morgan Generation Assets which are located entirely offshore. The full scope of the Morgan Offshore Wind Project is presented in the diagram below but this brochure focuses solely on the offshore generation assets elements.

Because offshore wind farm development can be complex, many of the details of the project will likely not be known at the time of our application. This could include the:

- Precise number, location and configuration of the wind turbine generators and any associated development.
- Type of foundation we could use to install the turbines and any associated development.
- Exact height of the tip of the turbine rotors and the diameter of the rotors.



The components of the Morgan Offshore Wind Project

How do offshore wind farms work?

What are wind turbine generators?

These are devices that convert the kinetic energy of wind to electrical energy.

For more information on the likely design of the wind turbine generators for the Morgan Offshore Wind Project, please see our project description chapter in the PEIR.

What are Offshore Substation Platforms (OSPs)?

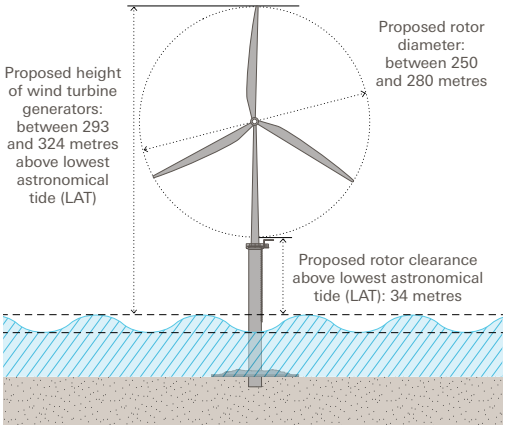
These are fixed structures that would be located within the wind farm site. The purpose of these structures is to convert the power from the wind turbine generators into a form ready to be transferred to shore.

What are inter-connector cables?

These are electrical cables that link one or more OSPs.

What are inter-array cables?

These are cables that link the wind turbine generators to each other and the OSPs.



Indicative diagram of what a typical wind turbine generator could look like. Actual design may differ.

Indicative image of what a typical OSP could look like. Actual design may differ.

Why we need offshore wind

This project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.

The UK is a world leader in offshore wind and the seas around Britain are ideal for harnessing wind power. Our project will be operational by 2030, leading the way in decarbonising the UK.

The project will contribute to the energy transition by:

- Generating low carbon electricity from an offshore wind farm in support of the decarbonisation of the UK electricity supply
- Optimising generation capacity within the constraints of available sites and grid infrastructure
- Co-existing and collaborating with other activities, developers and operators to enable the balance of different users

This project will also:

- Contribute to achieving the aims of the UK's Energy Security Strategy
- Contribute to the local, regional and national economy by providing substantial investment, as well as employment and new infrastructure during all phases of the project
- Continue to drive technology and development costs down to provide low-cost energy to consumers and provide community benefits
- Align with the key drivers in current and planned updates to national policy

The UK already generates around 13GW of its power from offshore wind. It plays an increasingly important role in our energy mix. For example, for a period on 29 January 2022 offshore wind was providing 66% of our total energy output. But we need to go a lot further. For the UK to achieve it's climate goals, we need to quadruple our offshore wind generation, meaning we need up to 50GW of generating capacity installed and operating by 2030.

Constructing Morgan Offshore Wind Project Generation Assets

Wind turbines

We are proposing to use three-bladed wind turbine generators (similar to those pictured). These will include the following elements:

- Rotors, including blades and a hub (which connects the blades to the shaft and drive train).
- Nacelle (which houses the electrical generator, control electronics and drive system).
- Structural support, which includes a tubular steel tower on top of a foundation structure.

The layout and design of the wind farm

The exact layout of the wind turbine generators is still being developed and would not be finalised until after the project is granted a positive consent decision by the Secretary of State for the Department of Energy Security and Net Zero.

Wind turbine generators will be set out in rows. In-row spacing (the space between each individual wind turbine generator in a row) will be a minimum of 875 metres (or 0.54 miles). Inter-row spacing (the space between each row of wind turbine generators) will be a minimum of 1,000 metres (or 0.62 miles).

There may be empty spaces within the wind farm site. This may be due to certain less favourable seabed conditions or, for example, because we need to keep away from existing infrastructure.

Feedback

View our website **www.morecambeandmorgan.com/morgan** to see visualisations of what the Morgan Offshore Wind Project Generation Assets could look like from various points along the shore. These are visualisations only. The final design of the wind farm is yet to be decided.

Fast facts: wind turbine generators

This information is based on current understanding and may be refined once consultation has closed and ahead of submitting our DCO application. These numbers are assuming the generation of 1,500 megawatts of electricity.

- Proposed number of wind turbine generators: **up to 107**
- Proposed rotor diameter: **between 250 and 280 metres**
- Proposed height of wind turbine generators: **between 293 and 324 metres above the lowest astronomical tide (LAT)**
- Proposed rotor clearance above lowest astronomical tide (LAT): **34 metres**

Fast facts: offshore substation platforms (OSPs)

- Proposed maximum number of OSPs: **4**
- Proposed maximum topside width ('topside' meaning the main structure on top of the foundations above the sea surface): **60 metres**
- Proposed maximum topside length: **80 metres**
- Proposed highest point of topside (above LAT), excluding the helicopter landing pad and lightning protection: **70 metres**

Fast facts: inter-array cables

These are installed to connect individual wind turbine generators and also connect wind turbine generators to OSPs.

- Proposed maximum length of inter-array cables: **500 kilometres (310.69 miles)**
- Proposed maximum width of disturbance due to installation / burying of inter-array cables beneath the seabed: **20 metres per cable**
- Proposed depth for burying inter-array cables: **0.5 – 3 metres**
- Anticipated maximum percentage of cable unburied due to challenging ground conditions and requiring to be protected: **10%** (this is a 'worst-case' assumption)

Fast facts: inter-connector cables

Should the project require up to four OSPs, inter-connector cables will be needed to connect each OSP and enable the transfer. They would also ensure that electricity transmission can continue should one cable fail.

- Proposed maximum number of cables: **3**
- Proposed maximum length of all three cables: **60 kilometres (37.28 miles)**
- Proposed maximum number of trenches required to bury the cables: **3**

How we developed our proposals

Our work since our first, non-statutory consultation in 2022

We've been carrying out lots of assessments across a range of areas to better understand the area we could work in and the potential impacts of the Morgan Offshore Wind Project. This includes work to better understand the proposed design of the Morgan Offshore Wind Project and how it could be constructed (see page 12, Constructing Morgan Offshore Wind Project Generation Assets). We've provided an overview of some of the other work we've been undertaking.

Please note that the information provided is by no means exhaustive or fully representative of all the work we've done. More detailed information about all the assessments we've carried out and the subsequent results can be found in our PEIR.

Environmental considerations

Since receipt of the Scoping Opinion in 2022, we have been carrying out a range of environmental assessments to better understand the potential impacts of the project. We have also engaged with statutory bodies, including the Marine Management Organisation, to understand in greater detail the area that we're proposing to work in.

Our PEIR

To support this consultation, we've published a PEIR. This is a statutory requirement of the DCO process and provides the preliminary findings of our environmental assessments, including the likely environmental effects of the project and how they could be mitigated.

We want you to tell us if there are any potential environmental effects you think we might have missed or anything else we should consider.

Feedback at this consultation, and further technical work, will help us to refine our plans and develop our Environmental Statement, which will form an important part of our DCO application.

Feedback

Do you have any feedback on our environmental work? See page 19 (Have your say) for information about how you can provide feedback.

Commercial fisheries, shipping and navigation

We have conducted a range of assessments within our study area to see how our proposed wind farm site could impact commercial fisheries, shipping and navigation.

We've provided an overview of the results of these assessments. More detailed information about the assessments carried out and the subsequent results can be found in chapter 11 of our PEIR.

Commercial fisheries

During the operation and maintenance phase of the Morgan Offshore Wind Project Generation Assets, our assessments found a range of potential effects to commercial fisheries with the majority found to be 'minor adverse' or lower and 'not significant'.

The project will continue to engage with stakeholders in the region related to commercial fisheries and explore how Morgan Offshore Wind Project Generation Assets can minimise any potential impacts further.

Shipping and navigation

A shipping and navigation baseline was developed through a review of relevant publications, collection and analysis of historical vessel traffic and incident data, and consultation with key stakeholders. The Morgan Offshore Wind Project Generation Assets are located in an area utilised by a variety of different maritime users.

Some potential impacts on shipping and navigation, associated with the construction, operation and maintenance, and decommissioning phases of the Morgan Offshore Wind Project Generation Assets were identified. These include impacts to vessel routing, port operations, navigational safety and emergency response. Our assessments found that the Morgan Offshore Wind Project Generation Assets may affect the **Liverpool to Douglas**, **Liverpool to Belfast**, **Heysham to Douglas** and **Heysham to Warrenpoint** ferry routes and increase journey times.

With the incorporation of mitigation measures already adopted by the project, the majority of these impacts result in effects which are deemed, in planning terms, "not significant". Where "significant" effects are identified, including when considered with other plans and neighbouring projects, we are committed to exploring additional measures through further studies and engagement with stakeholders to ensure they are appropriate and adequate for reducing risks to "as low as reasonably practicable" (ALARP) prior to submission of the application. Appropriate risk controls will then be secured through project consents.

Feedback

Do you have any feedback on how our project interacts with commercial fisheries, shipping and navigation? See page 19 (Have your say) for information about how you can provide feedback.

Supporting the local, regional and national economy

As well as playing a role in the energy transition, our proposals for Morgan Offshore Wind Project Generation Assets will unlock significant economic benefits, both in terms of the jobs we will create and the supply chain opportunities that will be on offer for businesses across the UK.

Supply chain

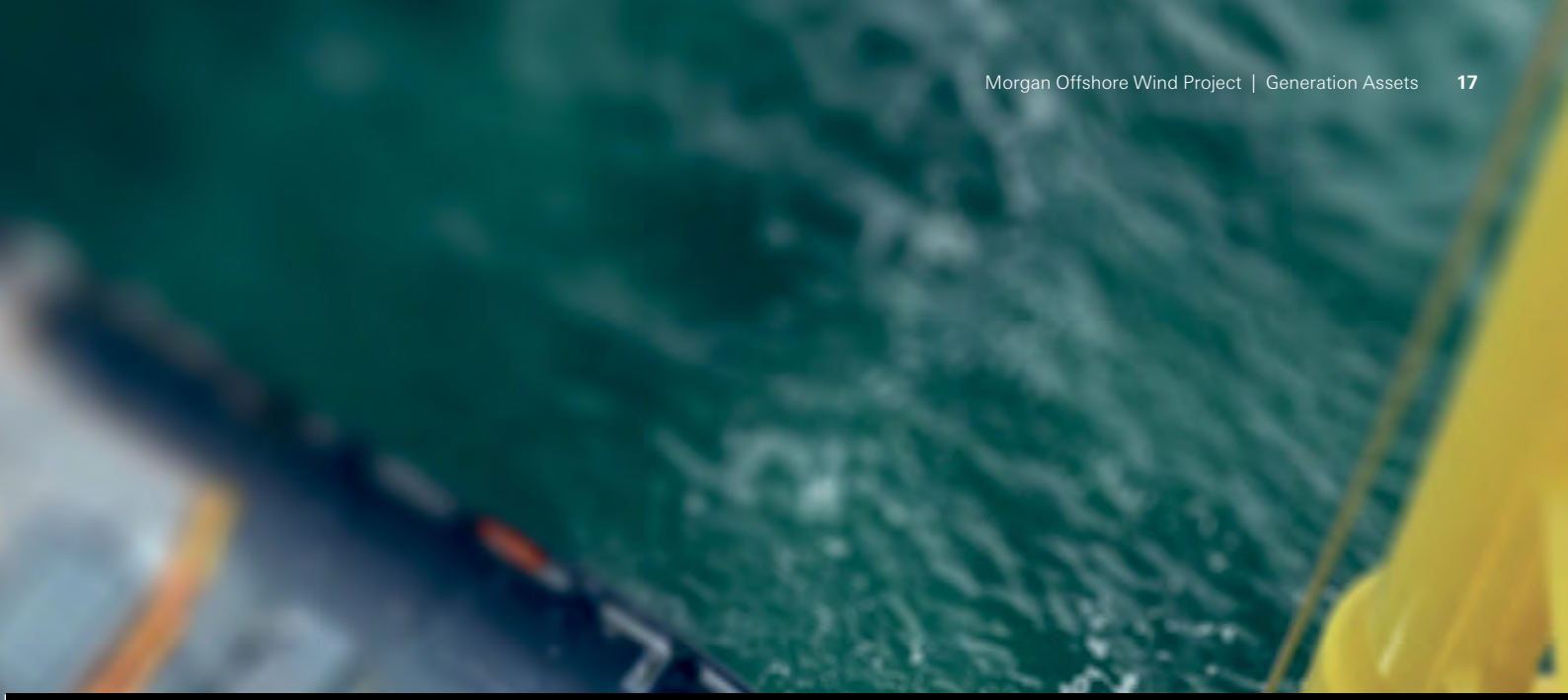
We know that offshore wind projects bring significant benefits to their local communities and we think it's incredibly important the local supply chain contributes to this project too. We have launched a dedicated supplier portal where local companies can pair their skills with the projects' needs. The portal provides access for companies of all sizes to register their interest for future work. The project is encouraging UK-based suppliers to register their interest at **www.enbw-bp.com/suppliers** particularly those with connections across North Wales and the north west of England.

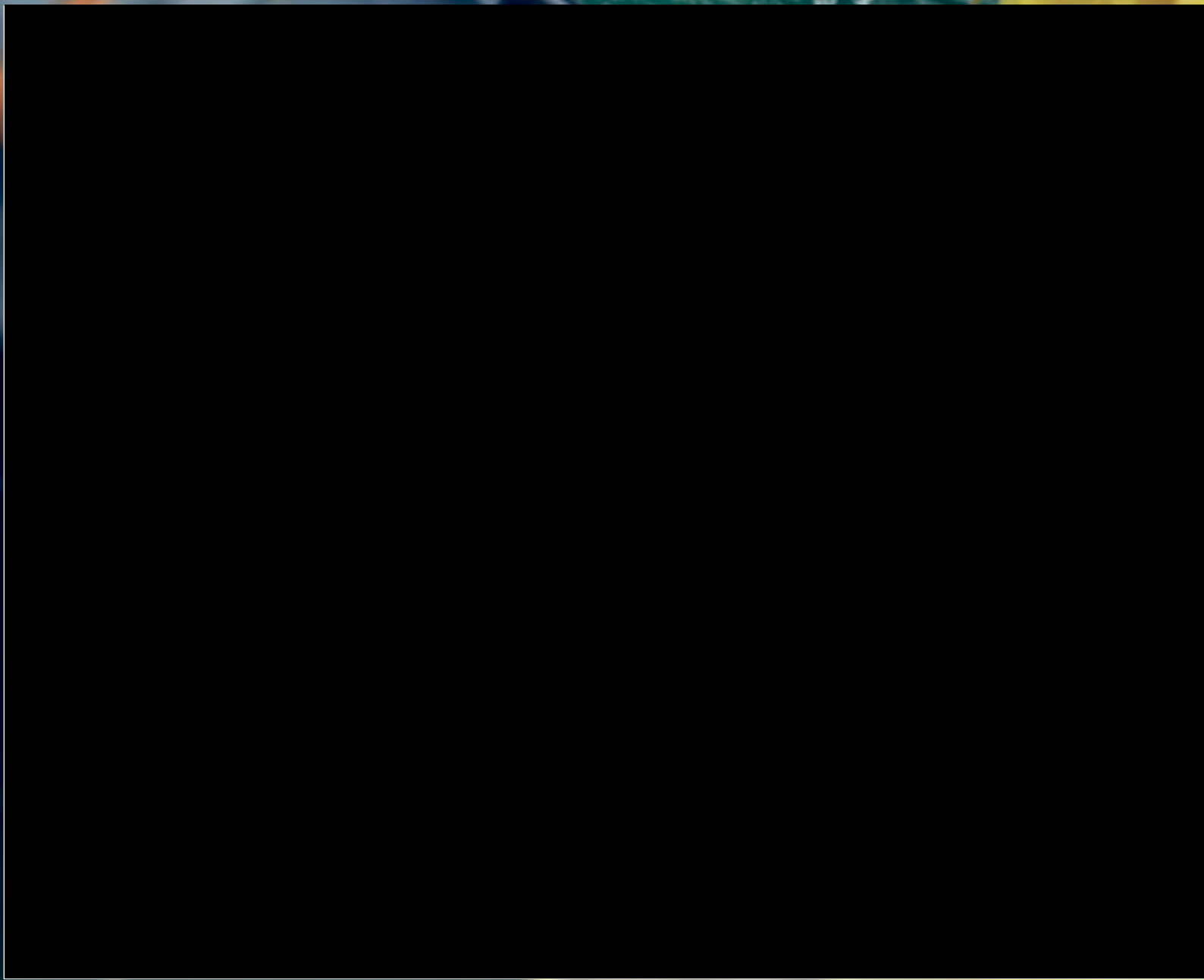
Ports and harbours

We are engaging with ports and harbours around the Irish Sea that could support construction activities and then eventually operations and maintenance for the wind farms.

Feedback

Do you have any feedback on how the Morgan Offshore Wind Project Generation Assets can support the local, regional and national economy? See page 19 (Have your say) for information about how you can provide feedback.





What we are consulting on

Morgan Offshore Wind Project Generation Assets is fully committed to open and transparent communication with stakeholders and local communities.

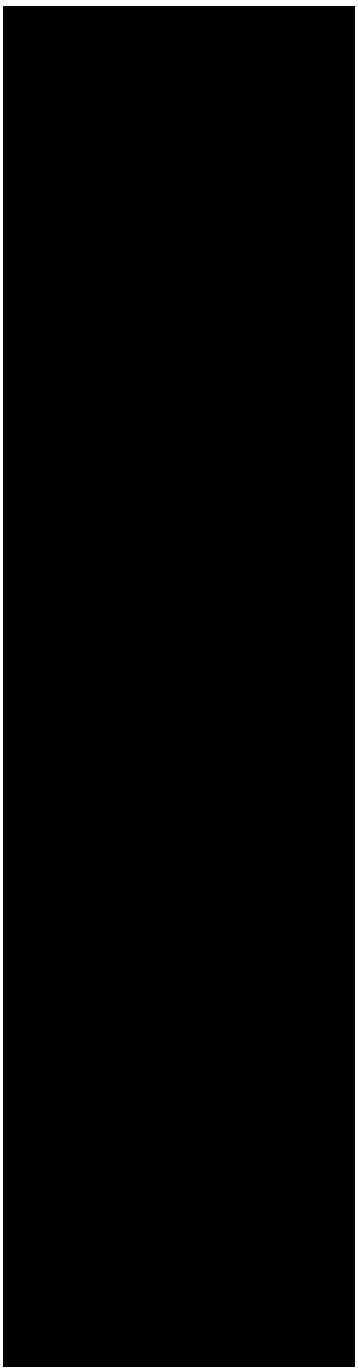
As well as consultation with local communities, we are consulting technical stakeholders, including organisations such as the Marine Management Organisation and Natural England, local elected representatives and other relevant stakeholders.

Help us refine our proposals

Through this consultation we are seeking feedback on the work we've undertaken on the project to date, as set out in detail in our PEIR and more succinctly summarised in our PEIR NTS (both available to read in full at **www.morecambeandmorgan.com/morgan**).

The PEIR covers a comprehensive range of environmental topics for which potential effects have been assessed. We would like your feedback on our work to date, focusing on areas listed. Next to each area we have included the corresponding page range in our PEIR where you can find more detail.

- **Physical processes**, including protected sites, features and habitats within the study area. See chapter 6 of our PEIR.
- **Benthic subtidal ecology** (organisms that make up seabed communities). See chapter 7 of our PEIR.
- **Fish and shellfish ecology**. See chapter 8 of our PEIR.
- **Marine mammals**, including harbour porpoise, bottlenose dolphin, minke whale, grey seal (and more). See chapter 9 of our PEIR.
- **Offshore ornithology** (the study of offshore birds). See chapter 10 of our PEIR.
- **Commercial fisheries**. See chapter 11 of our PEIR.
- **Shipping and navigation**. See chapter 12 of our PEIR.
- **Marine archaeology**. See chapter 13 of our PEIR.
- **Infrastructure and other users**, offshore, including activities associated with the offshore oil and gas industry, telecommunications cables and interconnectors, other offshore wind farm developments. See chapter 14 of our PEIR.
- **Seascape, landscape and Visual Impact Assessment (SLVIA)**. See chapter 15 of our PEIR.
- **Civil and military aviation and radar**. See chapter 16 of our PEIR.
- **Climate change**. See chapter 17 of our PEIR.
- **Socioeconomics, tourism and recreation**. See chapter 18 of our PEIR.
- **Human health** (an assessment of activities which may affect physical or mental health during the construction, operation, and maintenance and decommissioning of the project). See chapter 19 of our PEIR.



Have your say

Local people, including residents, local elected representatives and other stakeholders, have a really important role to play throughout this consultation. We need your views and knowledge as we work to finalise our proposals in preparation for submitting our DCO application.

This statutory round of consultation will run from **19 April to 4 June 2023.**

What does statutory consultation mean?

Statutory consultation means it's a required part of the government's planning process for Nationally Significant Infrastructure Projects, as per the Planning Act 2008.

We would like your feedback on the work we've undertaken to date to develop the project, as set out in significant detail in our PEIR and more succinctly summarised in our PEIR NTS (both available to read in full at **www.morecambeandmorgan.com/morgan**). For more information, please see page 18 (What we are consulting on).

Printed materials

All materials associated with this consultation are available digitally on our project website: **www.morecambeandmorgan.com/morgan**. However, if you would prefer to view project materials in printed form then please contact the project team by calling **0800 915 2493 (option 1)** or emailing **info@morganoffshorewind.com**.

Take part and provide feedback

Using our project website:
www.morecambeandmorgan.com/morgan

Send an email to:
[redacted]

Write to us:
FREEPOST MORGAN

Drop into one of our events:
discuss the project with us and pick up a printed feedback form to fill in. See page 20 (Consultation events) for more information about events.

Ask any questions you might have:
[redacted]

Accessibility: should you require this consultation brochure, or any of our other materials, in a more accessible format, please contact our team by email on info@morganoffshorewind.com or phone 0800 915 2493 (option 1)

Consultation events

You can find out more about Morgan Offshore Wind Project Generation Assets at one of our consultation events.

These events are a great way to learn more about our project, meet the project team and ask any questions you may have.

In-person consultation events are 'drop-in' events, meaning you can stop by at any point to learn more and speak to the team. Pop-up events are being held in areas of high footfall. These events are smaller in scale but still a great opportunity to speak to a member of the team and learn more.

Our online event will be held on Zoom and include a presentation from the project team, followed by a question-and-answer session.

Please scan the QR code or visit **www.morecambeandmorgan.com/morgan** to register for our online event and find out more information about all of our planned consultation events. Please also check the website before attending an event in case it has been unexpectedly cancelled.

www.morecambeandmorgan.com/morgan

Consultation events

Location	Date	Time
Winter Gardens, Blackpool 97 Church Street, Blackpool FY1 1HL	Weds 10 May	3pm to 7pm
Fylde Rugby Football Club Woodlands Memorial Ground, Blackpool Road, Lytham St Annes FY8 4EL	Fri 12 May	3pm to 7pm
Kingsfold Methodist Church Hawksbury Drive, Kingsfold, Penwortham PR1 9EN	Sat 13 May	10am to 1pm
Ramsey Town Hall Parliament Square, Ramsey, Isle of Man IM8 1RT	Thurs 18 May	3pm to 7pm
Douglas Borough Council Douglas Town Hall, Ridgeway Street, Douglas, Isle of Man IM99 1AD	Fri 19 May	3pm to 7pm
Hutton Village Hall Moor Lane, Hutton, Preston PR4 5SE	Mon 22 May	3pm to 7pm
Royal Clifton Hotel Southport Promenade, Southport PR8 1RB	Weds 24 May	4pm to 8pm

Our events will also have representatives from **Mona Offshore Wind Project, Morgan and Morecambe Offshore Wind Farms: Transmission Assets** and **Morecambe Offshore Windfarm Generation Assets.** Please check our website to see which events will have representatives present from these other projects.

Pop-up events

Location	Date	Time
Barrow Park Leisure Centre Greengate Street, Barrow-in-Furness LA13 9DT	Thurs 11 May	10am to 1pm
Affinity Outlet Shopping Lancashire Anchorage Road, Fleetwood FY7 6AE	Tues 23 May	10am to 1pm
Preston Market 28 Market Street, Preston PR1 2AR	Weds 24 May	10am to 1pm
Waitrose & Partners Formby Three Tuns Lane, Formby, Liverpool L37 4AJ	Thurs 25 May	10am to 1pm
JunctionONE Retail Park Bidston Moss, Wallasey CH44 2HE	Thurs 25 May	3pm to 6pm

Online events

Morgan Generation Assets Webinar	Weds 3 May	6pm

Should you experience any issues while trying to register to attend our online consultation event, then please contact the project team by emailing **info@morganoffshorewind.com** or calling **0800 915 2493 (option 1)**.

Next steps

Once this consultation closes on 4 June 2023, we will consider all the feedback we have received alongside carrying out further technical, engineering and environmental work.

This is all with the aim of preparing our DCO application for submission to the Planning Inspectorate and Secretary of State for the Department of Energy Security and Net Zero. We expect to submit our application in 2024.

Our application will include:

- An Environmental Statement setting out the environmental considerations for the project and how we propose to mitigate them.
- A Consultation Report summarising responses to this consultation and an explanation of how we have taken those views into account.

The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State for the Department of Energy Security and Net Zero. The Secretary of State will then make the final decision on our application, which we expect before the end of 2025.

If our application is successful, we expect to begin construction in 2026/2027. We anticipate the Morgan Offshore Wind Project to be operational by 2030.

There will be further opportunities for people to have their say on our proposals post-application via a process led by the Planning Inspectorate. You can find out more about this process by visiting **infrastructure.planninginspectorate.gov.uk/application/process**.

Indicative timeline
(as of publication 2023)

2023
Statutory consultation on Morgan Offshore Wind Project

2024
Application submitted for Development Consent (DCO)

2026
Earliest anticipated commencement of construction

2028/29
Expected start – Commercial Operations Date (COD)

Please note that this is an indicative timeline and could be subject to change.

Contact us

If you'd like any more information or have any questions about the project, you can contact us:

Find out more on our website
www.morecambeandmorgan.com/morgan
or use this QR code

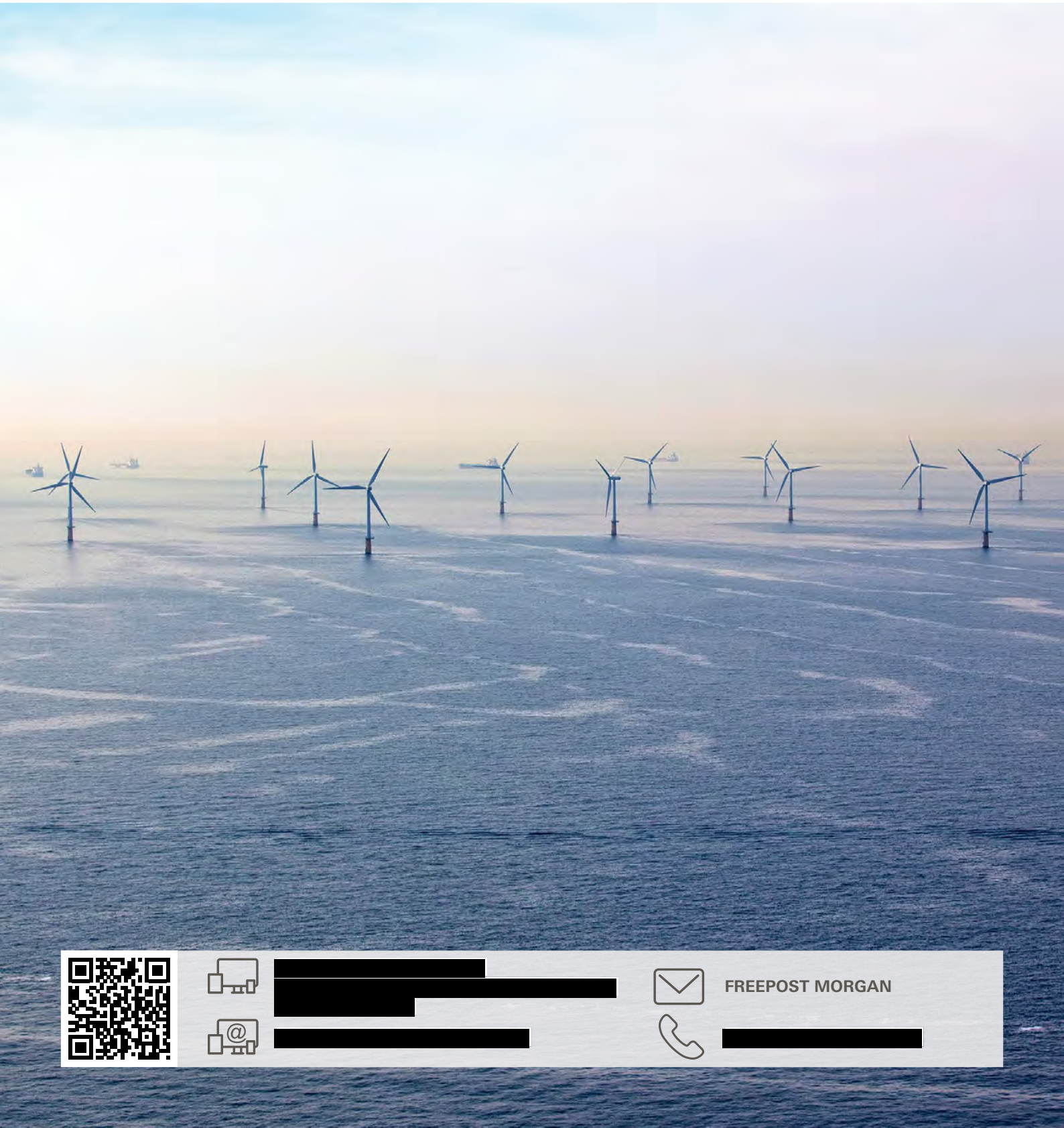
Phone: [redacted]

Email: [redacted]

Post:
FREEPOST MORGAN

EnBW | bp

Partners in UK offshore wind



[redacted]

[redacted]

FREEPOST MORGAN

[redacted]

D.9. Posters

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

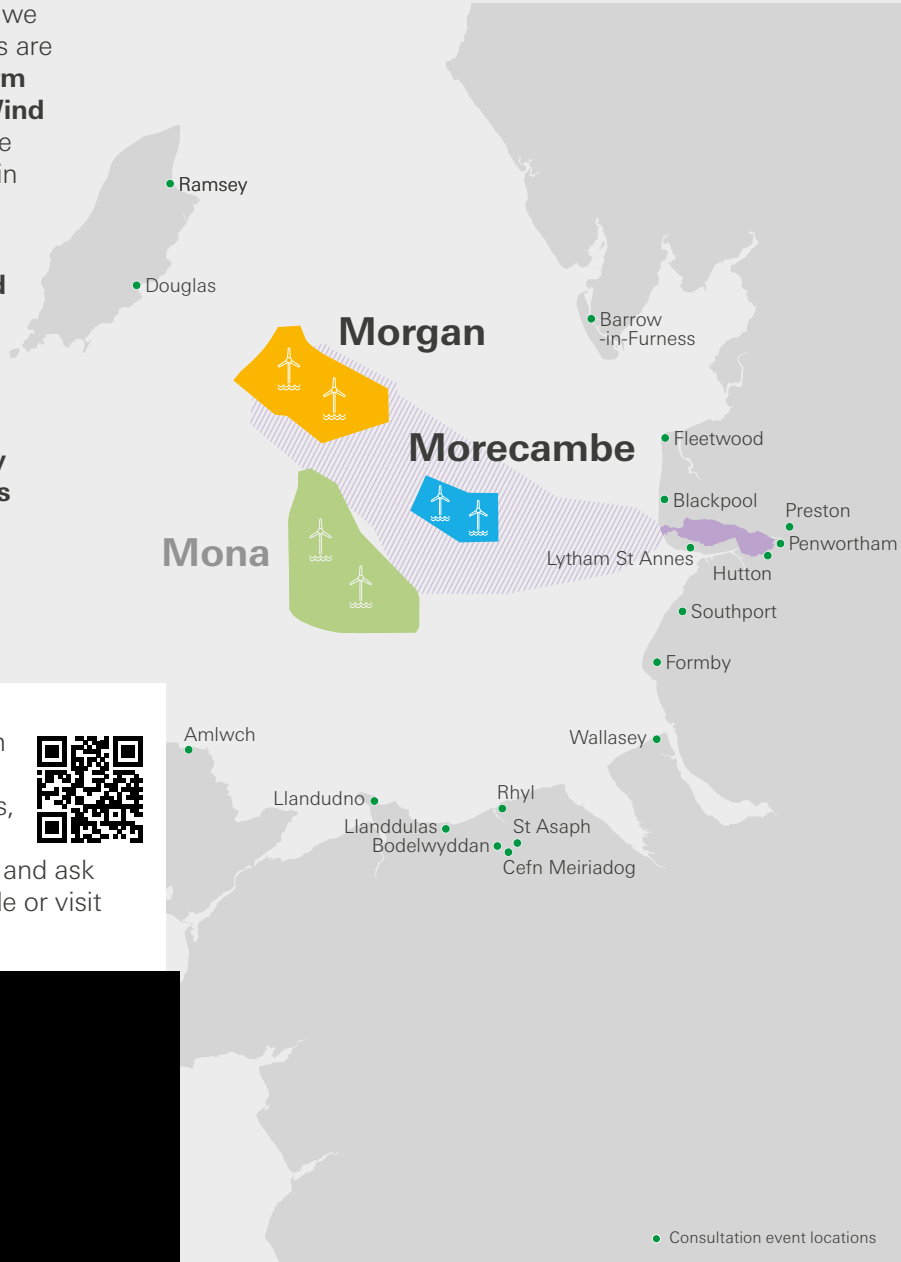
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10. Newspaper advertising

D.10.1 Blackpool Gazette

D.10.1.1 Consultation Launch (19 April 2023)

Blackpool Gazette
URN: WPR6013899 Date: 19/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 11/40

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

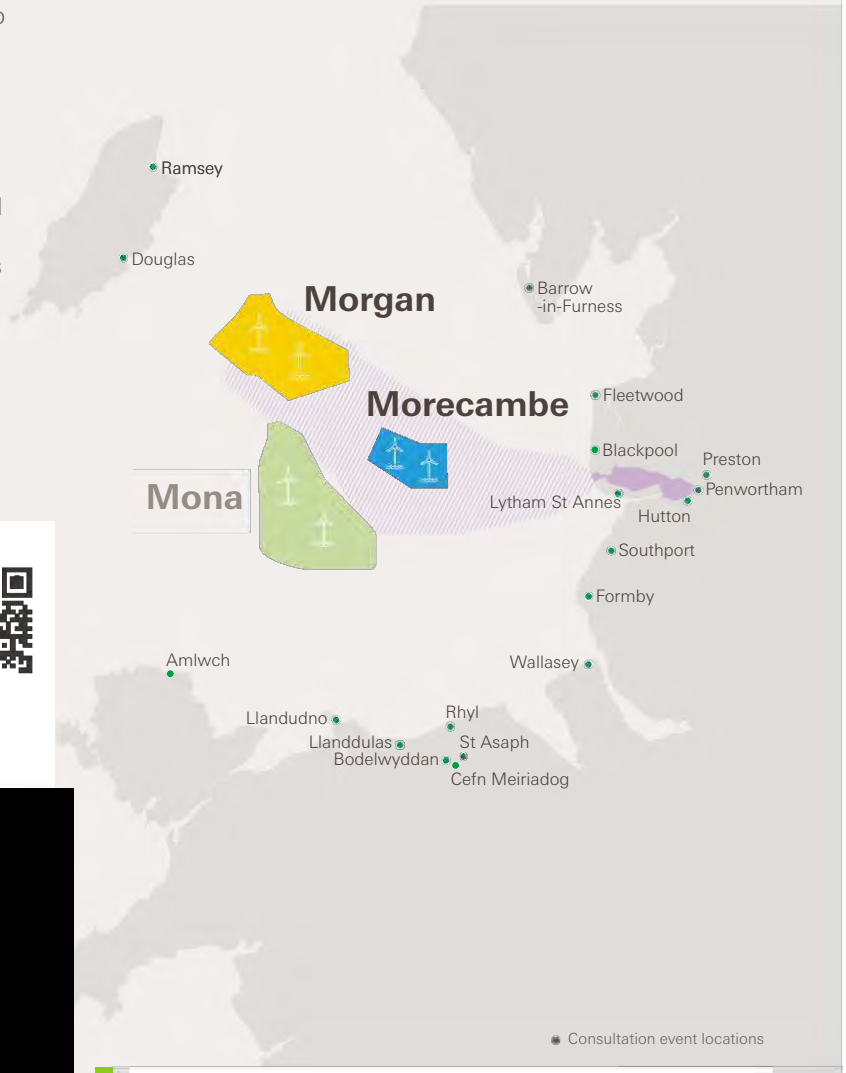
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.1.2 Consultation Close (15 May 2023)

Blackpool Gazette
URN: WPR6013899 Date: 15/05/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 24/40

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

Morgan and Morecambe Offshore Wind Farms: Transmission Assets

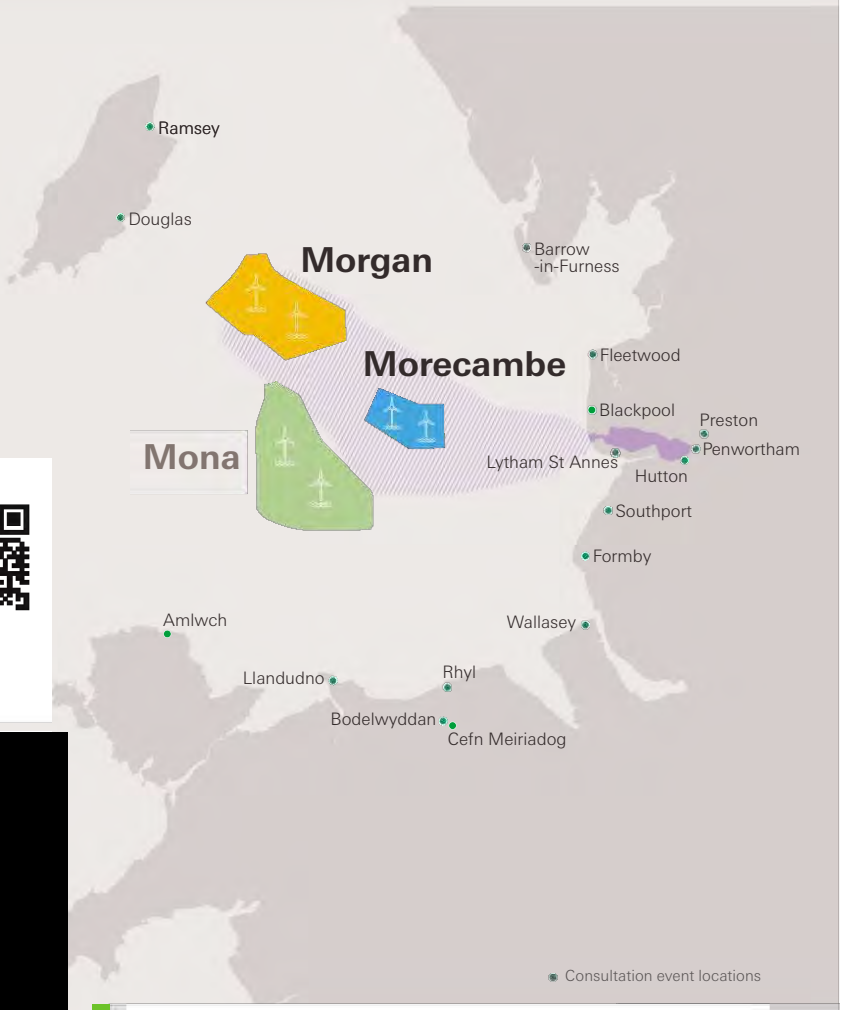
Consultations closing soon: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are closing soon for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also closing soon for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.

Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.



Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.2 Lancashire Post

D.10.2.1 Consultation Launch (19 April 2023)

Lancashire Evening Post
URN: WPR6013899 Date: 19/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 11/40

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

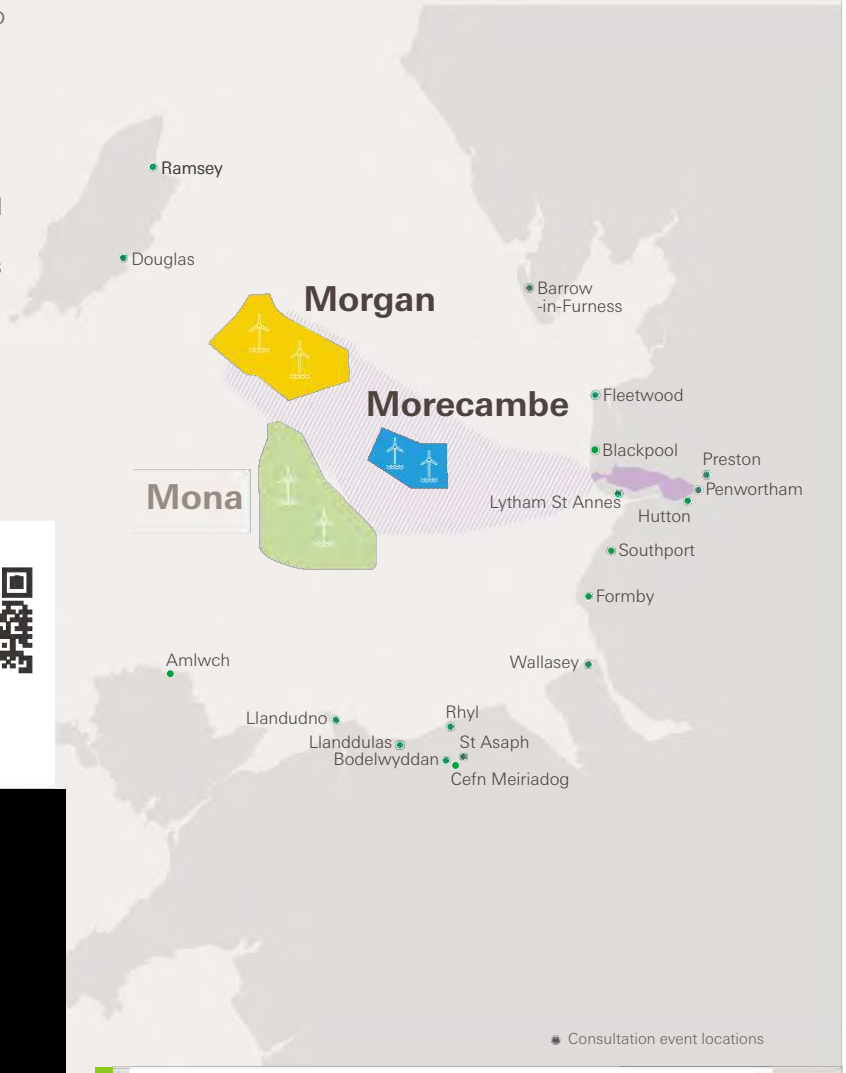
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.2.2 Consultation Close (15 May 2023)

Lancashire Evening Post
URN: WPR6013899 Date: 15/05/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 15/40

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

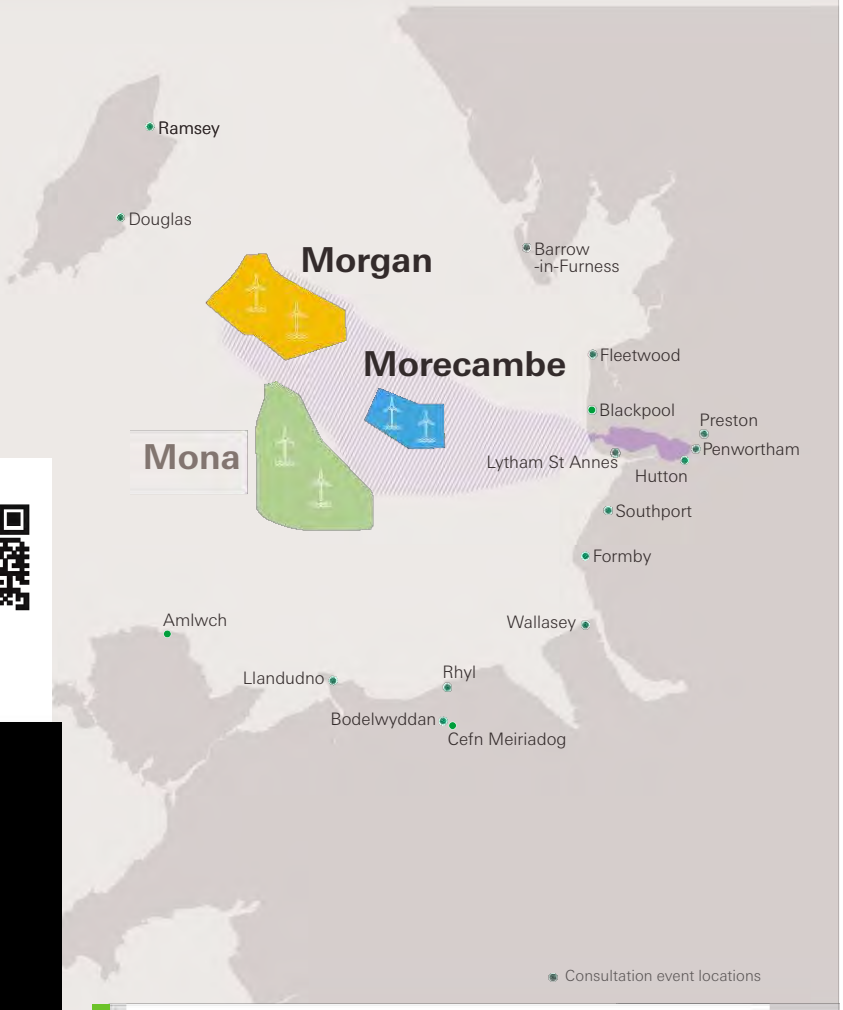
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations closing soon: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are closing soon for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also closing soon for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.3 Liverpool Echo

D.10.3.1 Consultation Launch (19 April 2023)

LIVERPOOL
ECHO

Wednesday
19 APRIL, 2023
MAIN EXTRA 45,287

Britain's Regional News Brand of the Year

InYourArea.co.uk

£1.40

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

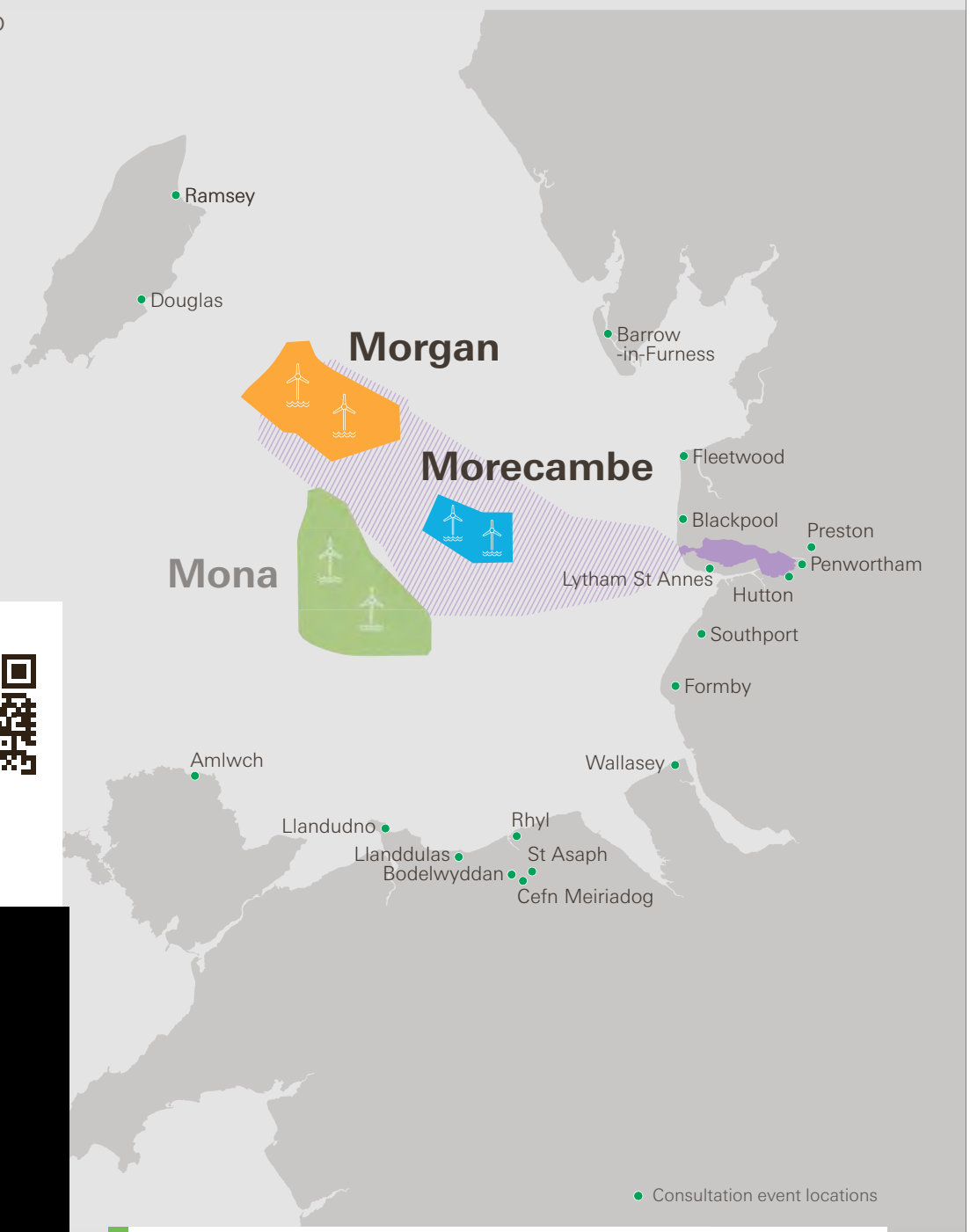
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.3.2 Consultation Close (17 May 2023)

LIVERPOOL
ECHO

Wednesday
17 MAY, 2023
MAIN EXTRA 45,311

Britain's Regional News Brand of the Year £1.50

YOUR USUAL ECHO IS INSIDE »

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

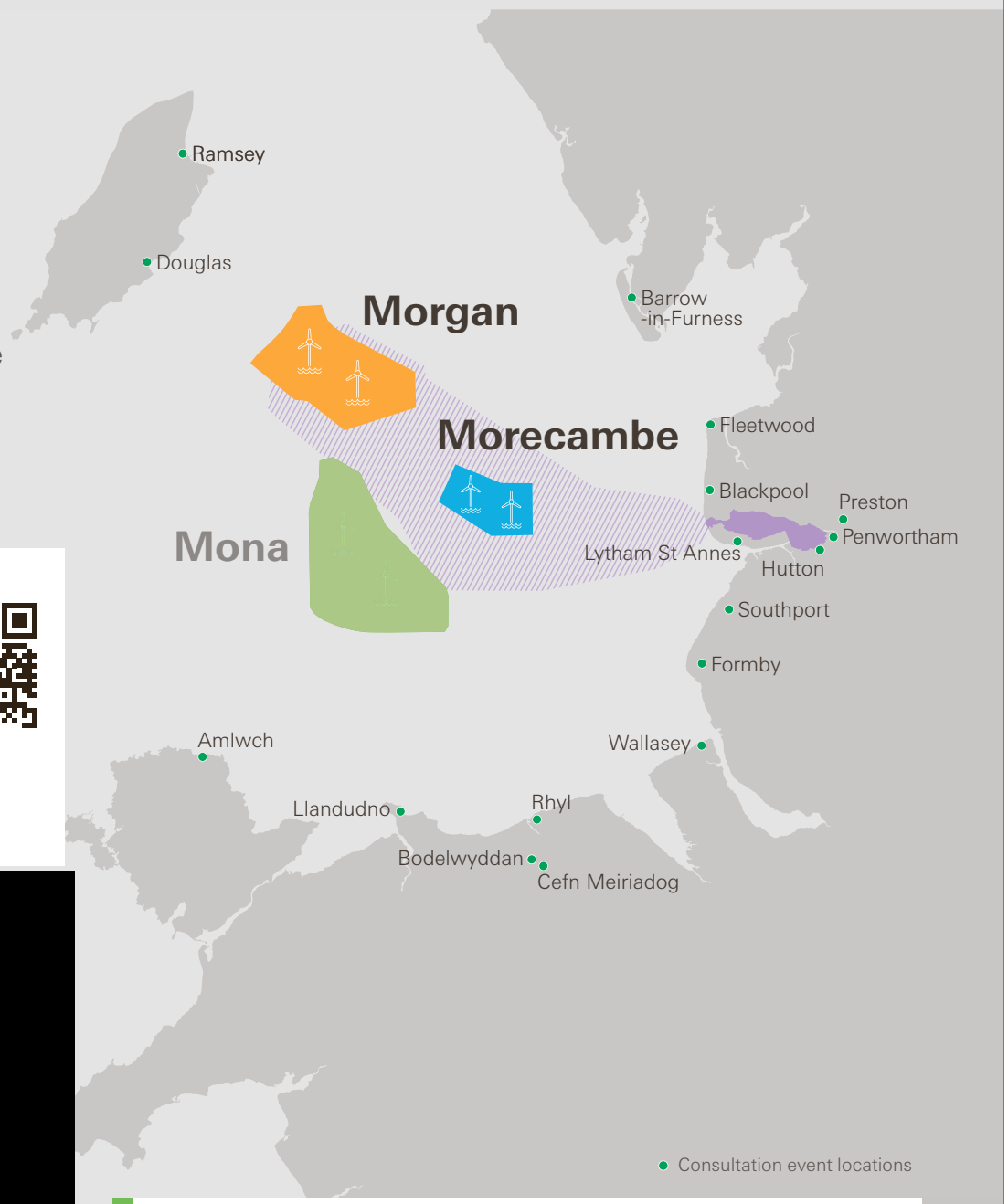
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations closing soon: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are closing soon for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also closing soon for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.4 Isle of Man Courier

D.10.4.1 Consultation Launch (21 April 2023)

MORECAMBE

EnBW bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

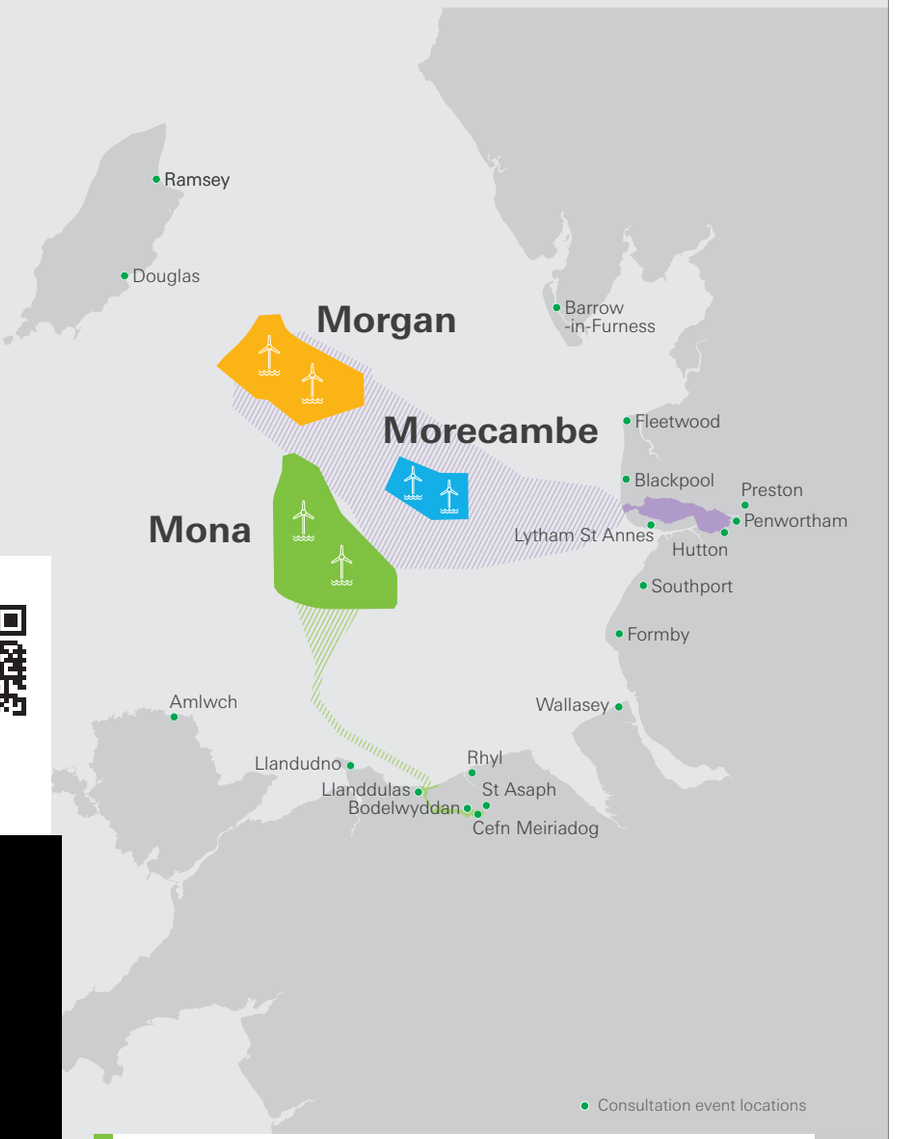
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.10.4.2 Consultation Close (12 May 2023)

MORECAMBE

EnBW | bp

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

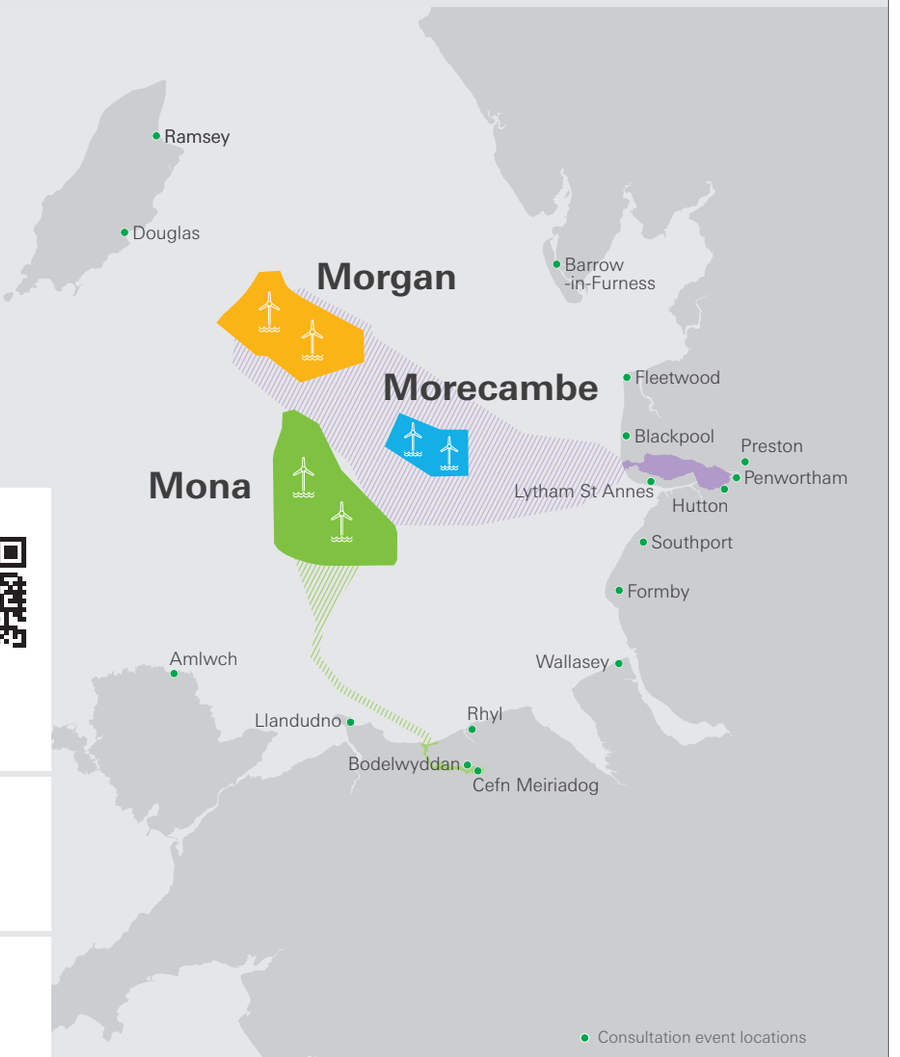
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations closing soon: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are closing soon for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also closing soon for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

Visit **www.morecambeandmorgan.com/morgan**
Call **0800 915 2493 (option 1)**
Write to **FREEPOST MORGAN**
Email **info@morganoffshorewind.com**

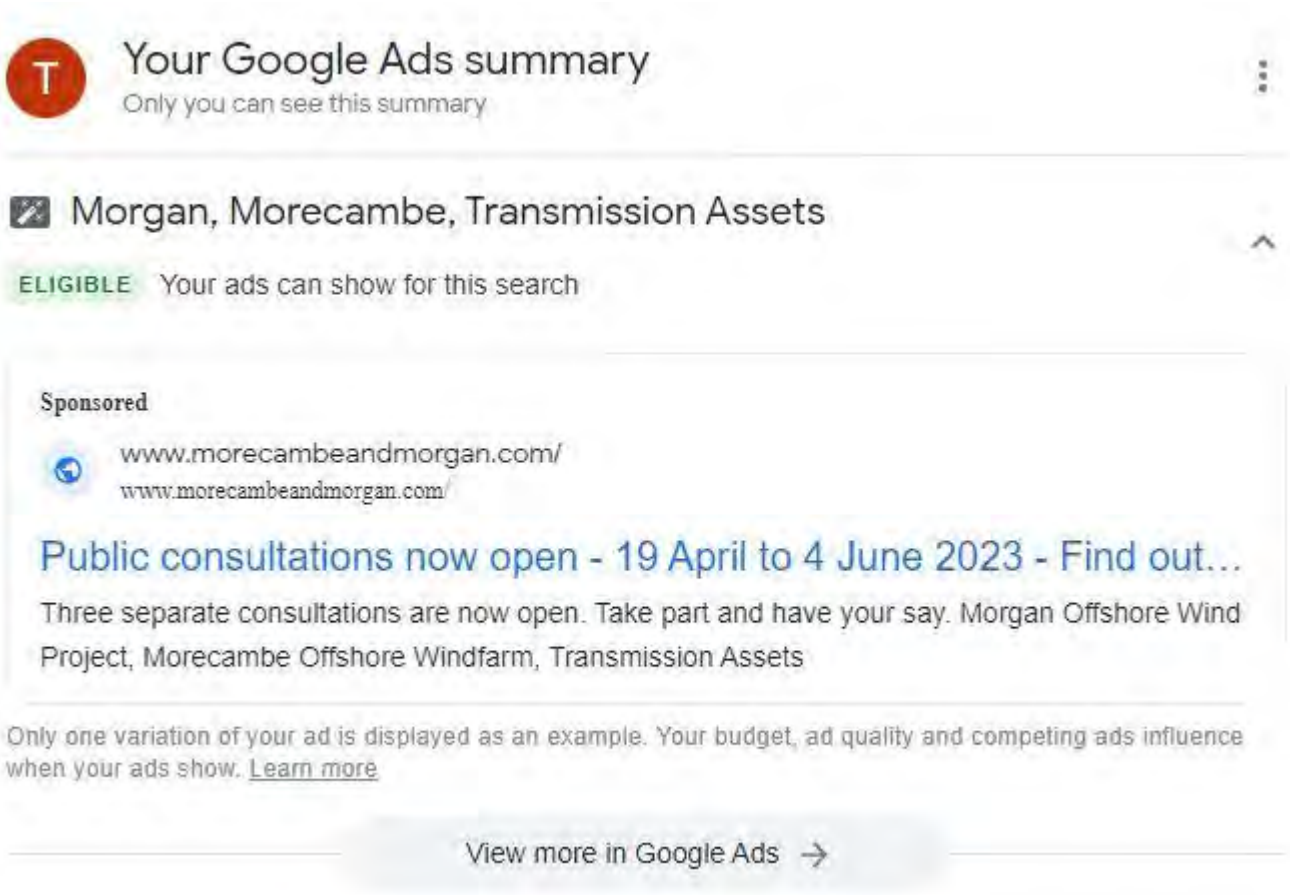
Visit **www.morecambeandmorgan.com/morecambe**
Call **0800 915 2493 (option 2)**
Write to **FREEPOST MORECAMBE GENERATION**
Email **hello@morecambeoffshorewind.com**

Visit **www.morecambeandmorgan.com/transmission**
Call **0800 915 2493 (option 3)**
Write to **FREEPOST MORECAMBE AND MORGAN**
Email **info@morecambeandmorgan.com**

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.11. Google Ad Consultation Launch and Consultation Close

D.11.1 Google Ads – Consultation Open


Your Google Ads summary
Only you can see this summary
Morgan, Morecambe, Transmission Assets
ELIGIBLE Your ads can show for this search
Sponsored
www.morecambeandmorgan.com/
www.morecambeandmorgan.com/
Public consultations now open - 19 April to 4 June 2023 - Find out...
Three separate consultations are now open. Take part and have your say. Morgan Offshore Wind Project, Morecambe Offshore Windfarm, Transmission Assets
Only one variation of your ad is displayed as an example. Your budget, ad quality and competing ads influence when your ads show. Learn more
View more in Google Ads

D.11.2 Google Ads – Consultation Close

D.12. Direct email communications

D.12.1 Advance Notice email (14 April 2023)

View this email in your browser

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets: consultation to run from 19 April to 4 June 2023

I am writing to inform you that from 19 April to 4 June 2023, Morgan Offshore Wind Limited (a joint venture of bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG) (the "Applicant") is holding a statutory consultation on plans for its Morgan Offshore Wind Project Generation Assets (the "Project"). This consultation relates to a proposed application to the Secretary of State for Energy Security and Net Zero under the Planning Act 2008 for a development consent order (DCO) for the Project.

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5 gigawatts (GW) and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The offshore wind farm will form a key contribution to the UK government's Net Zero by 2050 target and commitment to deliver up to 50GW of offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

Information about our proposals will be available on the Project website from **19 April 2023: www.morecambeandmorgan.com/morgan.**

About this consultation

To publicise the consultation we are sending postcards to residences in and near to the areas where we will be holding consultation events, as well as placing advertisements in local press and online.

We will hold a range of in-person and online consultation events. These events are a great way to learn more about our proposals, meet the project team and ask any questions. Equally, the consultation offers an opportunity for you to provide valuable feedback to help shape our proposals. Information about how to attend events will be available on **www.morecambeandmorgan.com/morgan**.

Our Statement of Community Consultation (SoCC) sets out further detail on how we intend to consult with the local community. As such, the consultation has been developed in accordance with SoCC. The SoCC will also be available on **www.morecambeandmorgan.com/morgan** from 19 April 2023.

Providing feedback

You have been identified as a consultee for this project and we are keen to hear your views on our proposal.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

We will write to you again to confirm once the consultation officially launches. If you are not the correct contact for this type of matter please let us know who is and we will update our records prior to consultation launch.

Kind regards

Morgan Offshore Wind Limited

D.12.2 Consultation Launch email (19 April 2023)

View this email in your browser

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morgan Offshore Wind Project Generation Assets: consultation launch notice

Morgan Offshore Wind Limited ('the Applicant') is holding a statutory consultation for its plans to develop proposals for the Morgan Offshore Wind Project Generation Assets ('the Project'). I am writing to inform you that the statutory consultation for the Project is now open.

You are being consulted on the Project under our commitments under the Statement of Community Consultation (SoCC) which was prepared in accordance with section 47 of the Planning Act 2008. Although the project sits entirely at sea, we are keen to understand your views.

About the Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate 'Development Consent Order (DCO) (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

Taking part in this consultation

The consultation is open from **19 April** to **4 June 2023**. The consultation materials are available online at www.morecambeandmorgan.com/morgan as well as at consultation events and selected information points. Hard copy documents will also be available to view at reference locations in the north west of England and on the Isle of Man. The locations of all events and reference locations can be found in the attached notice and on the Project website.

A feedback form will be available on the Project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the contact details given below. There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

What happens after the consultation closes?
After this consultation has closed, we will carefully review the feedback received, alongside carrying out further technical engineering and environmental work, to help refine and shape our proposals.

A Consultation Report will be produced that summarises responses to this consultation and explains how and where we may have taken the feedback in to consideration. It will detail the consultation process, in accordance with the Statement of Community Consultation and relevant legislation.

Following the consultation, we will consider consultation feedback, review the Project and consider if changes are needed to further reduce any effects created by the Project.

This is all with the aim of preparing our DCO application for submission to the Planning Inspectorate, for consideration by the Secretary of State for the Department of Energy Security and Net Zero. We expect to submit the DCO application in 2024.

Further details about the Consultation
The Project is an Environmental Impact Assessment (EIA) development (as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and therefore an Environmental Statement will be submitted alongside the DCO application. This statutory consultation contains the initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR). A non-technical summary of the PEIR is also available. All materials related to this consultation are available on our website: www.morecambeandmorgan.com/morgan.

Following the consultation, EIAs which will assess those impacts associated with the Project which have the potential to give rise to likely significant effects will be developed further. The findings of the EIA will be set out in an Environmental Statement, alongside any relevant mitigation that may have been identified.

Copies of the documents and information referenced in this correspondence may also be obtained by calling the Project team on 0800 915 2494 (option 1) or by emailing info@morganoffshorewind.com. An electronic or paper copy may be requested. A reasonable copying charge will apply for paper copies only.

Responsibly managing your data
Responses to this consultation will form part of the Consultation Report to be submitted with the final application. Once submitted to the Planning Inspectorate, the Planning Inspectorate will determine whether the application for development consent is to be accepted for examination. If accepted and examined, a recommendation regarding the consent will be made to the Secretary of State, who will make the final decision.

Therefore, when providing feedback, please be mindful that its contents may be communicated to others as part of the Consultation Report and as a part of the DCO application process.

Personal details will be held securely and solely for the purposes connected with this consultation, the DCO application process and further development of the project. These details will be redacted in any publicly available documents. Outside of this, the Applicant may be required to provide personal details if specifically requested as part of a Freedom of Information Act request, or if the Planning Inspectorate requests original responses.

The Project's privacy notice can be found at www.morecambeandmorgan.com/morgan.

Should you have any questions about this correspondence, the Project, or the consultation, please do not hesitate to contact us using the details provided above.

Kind regards
Morgan Offshore Wind Limited

D.12.3 Closing Soon email (22 May 2023)

View this email in your browser

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets: Consultation Closing Soon

Hello

If you have already taken part in the consultation for the Morgan Offshore Wind Project Generation Assets we would like to thank you for your feedback.

If you have not yet had a chance to take part, this is a reminder that consultation will be closing at **11:59pm on 4 June 2023.**

There are a number of ways you can find out more information and provide feedback.

Visit our website: www.morecambeandmorgan.com/morgan

Within the consultation hub, you can find more information and access our full suite of materials, including our brochure, online feedback form, online consultation feedback map, visualisations of what the wind farm could look like, our Preliminary Environmental Information Report (PEIR) and PEIR Non-Technical Summary (NTS).

Attend a consultation event

We have already held a number of public consultation events but still have some left:

- Affinity Outlet Shopping Lancashire: Tuesday 23 May, 10am to 1pm
- Preston Market: Wednesday 24 May, 10am to 1pm
- Royal Clifton Hotel Southport: Wednesday 24 May, 4pm to 8pm
- Waitrose and Partners Formby: Thursday 25 May, 10am to 1pm
- JunctionONE Retail Park: Thursday 25 May, 3pm to 6pm

These events are a great way to meet the Project team and ask any questions you may have. More details are available here.

If you missed our online consultation event, which was held on Tuesday 16 May, you can watch a recording of the event here.

Visit one of our deposit locations

Throughout the consultation period (19 April to 4 June 2023) you can visit one of the deposit locations and pick up paper copies of our brochure, feedback form, PEIR NTS and Statement of Community Consultation (SoCC). Our deposit locations are listed here.

You can also email us at info@morganoffshorewind.com, call us on **0800 915 2493 (Option 1)**, or write to us at **FREEPOST MORGAN**.

Kind regards

Ifer Gwyn
Stakeholder Engagement (Offshore Wind)

D.12.4 Last Chance email (02 June 2023)

View this email in your browser

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets: Last chance to provide feedback

Hello

If you have already taken part in the consultation for the Morgan Offshore Wind Project Generation Assets we would like to thank you for your feedback.

If you have not yet had a chance to take part, this is a reminder that consultation will be closing at **11:59pm on Sunday 4 June 2023.**

There are a number of ways you can find out more information and provide feedback.

Visit our website: www.morecambeandmorgan.com/morgan

Within the consultation hub, you can find more information and access our full suite of materials, including our brochure, online feedback form, online consultation feedback map, visualisations of what the wind farm could look like, our Preliminary Environmental Information Report (PEIR) and PEIR Non-Technical Summary (NTS).

Please rest assured that the documents available for download via the links in this email will remain available to download and refer back to beyond the close of consultation. For completeness and for your records, our section 48 notice ('duty to publicise') can also be viewed here and read at the bottom of this email.

If you missed our online consultation webinar, you can watch a recording of the event here.

You can also email us at info@morganoffshorewind.com, call us on **0800 915 2493 (Option 1)**, or write to us at **FREEPOST MORGAN**.

Kind regards

Ifer Gwyn
Stakeholder Engagement (Offshore Wind)

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application
Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (DCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on **19 April 2023**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Town Hall** **Parliament Square** **Ramsey** **Isle of Man** **IM8 1EG**	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Abbots Vale** **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 2RL**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing** to FREEPOST MORGAN (please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023.**

Morgan Offshore Wind Project

D.13. Webinar presentation

Morgan Offshore Wind Project Webinar

6 - 7pm, Wednesday 3 May 2023

Partners in UK offshore wind

Welcome

Community consultation webinar

EnBW | bp

Partners in UK offshore wind

6 - 7pm, Wednesday 3 May 2023

Disclaimer

Partners in UK offshore wind

This document is the confidential and proprietary property of Morgan Offshore Wind (Morgan). Use or reproduction of this document is only to be made for the purpose or project for which it is disclosed and authorized. Morgan make no warranty or representation as to the accuracy, completeness, or usefulness of the information contained in the document, or that the same may not infringe any third party rights. Morgan assume no liability for any damages that arise from the use of information contained in this document.

Morgan Offshore Wind Holdings Limited. Registered office: Chertsey Road, Sunbury on Thames, Middlesex, TW16 7BP. Registered in England and Wales, number 13497263.

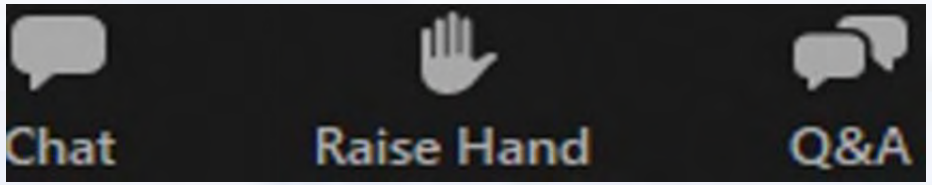
Agenda

Partners in UK offshore wind

- Taking part in today's event
- Housekeeping
- Project team introductions
- Project overview
- Need case
- What we are proposing to build
- How it will affect the region and communities
- Process for getting consent
- What we are consulting on
- Previous work
- How to participate in this consultation
- Events
- What will happen after the consultation, what we do with your feedback
- Q&A

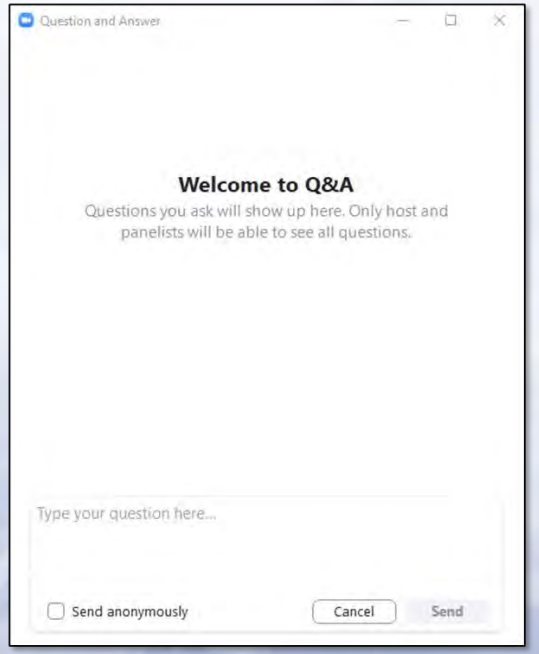
Taking part in today's event

Partners in UK offshore wind



If you're having technical issues, please let us know using the chat box

You can ask questions in writing at any time by using the Q&A box – they will be answered by the team at the end of the presentation



Housekeeping

Partners in UK offshore wind

- Please be respectful of others' views.
- During the presentation, please submit written questions via the Q&A box.
- Questions will be answered by the project team following the presentation.
- Questions and comments will be unattributed.
- The session will be recorded and posted on the project website to view following this event.
- Further to this webinar you can submit any further views and comments you have in writing / email or by using the online form on our website.
- Deadline for receipt of all feedback to this consultation is Sunday 4 June 2023 at 23:59.

Introductions

Partners in UK offshore wind

- Ifer Gwyn (bp – Stakeholder Engagement)
- Ant Sahota (bp – Consents Manager)
- Gero Vella (bp – Environment and Consenting)
- Miriam Knollys (RPS - Environmental Consultant)

[redacted]

[redacted]

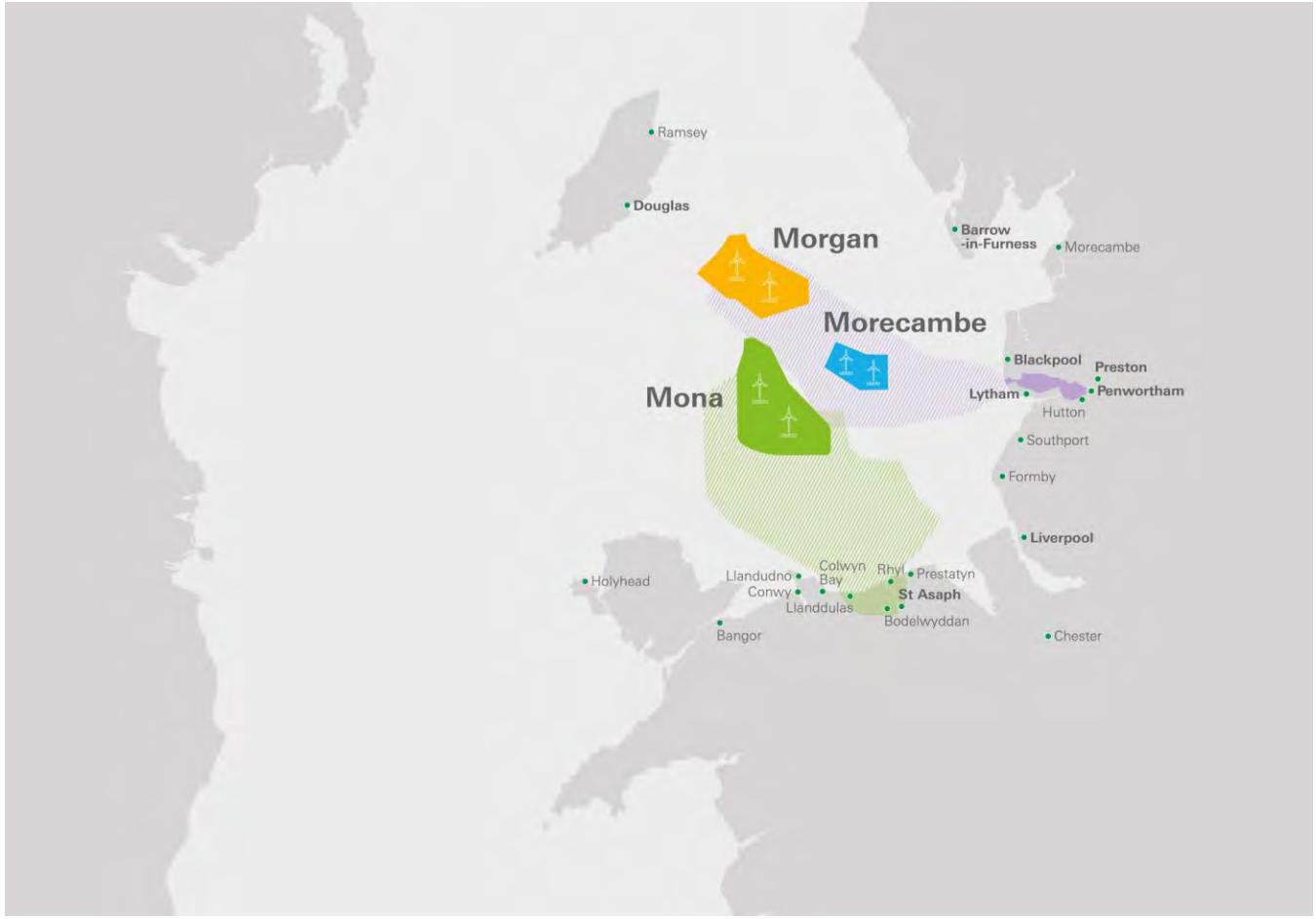
Project overview: who is developing the project?

Project overview: background

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets is a joint venture between bp and Energie Baden-Württemberg AG (EnBW) to develop a wind farm in the Irish Sea.

This is the second round of consultation for the project, following a first, non-statutory consultation in 2022.



A summary of the DCO process

Partners in UK offshore wind

Need case: why we need offshore wind

Partners in UK offshore wind

- UK Government's Net Zero by 2050 target and commitment to deliver up to 50GW of offshore wind by 2030
- Energy Security Strategy
- Decarbonising the UK's electricity supply
- Contributes to the local, regional and national economy
- Continues to drive technology and development costs down

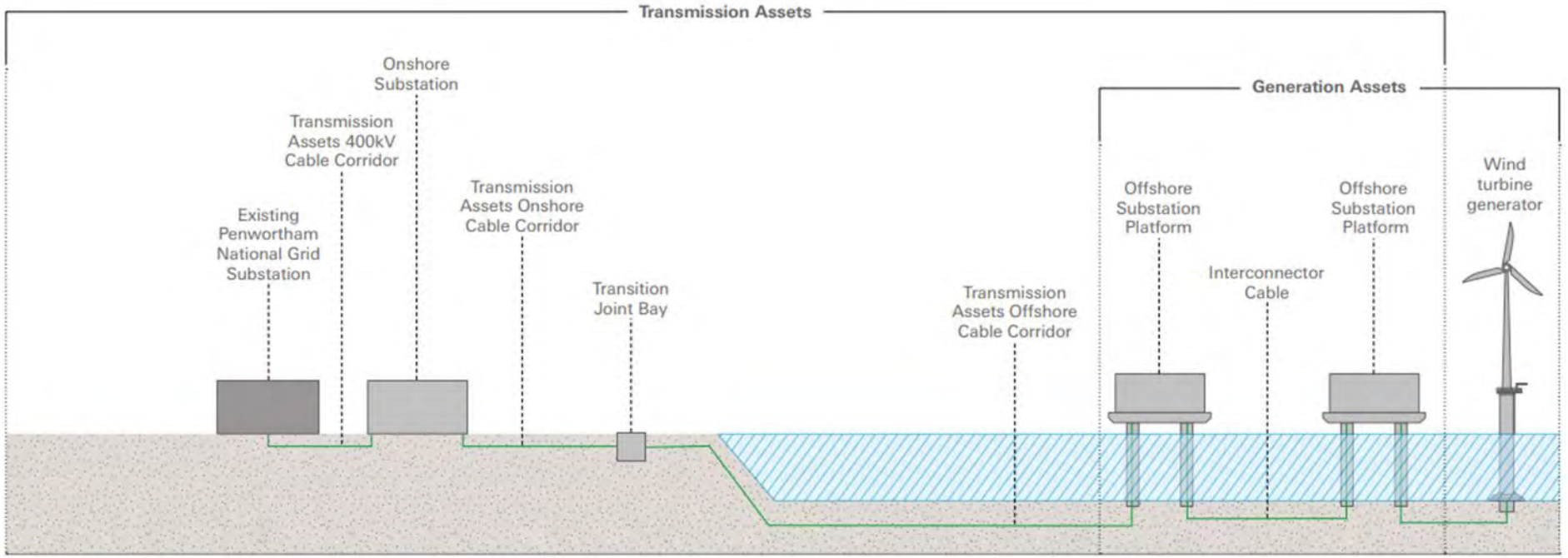
What we are proposing

Partners in UK offshore wind

This project includes:

- Up to 107 wind turbine generators
- Up to four offshore substation platforms
- Interconnector cables
- Offshore export cables

- Nominal capacity of 1500MW
- Enough low carbon renewable energy to power the equivalent of over 1.5 million homes
- 36km from the north west coast of England
- 22km from the Isle of Man



The components of the Morgan Offshore Wind Project

Construction

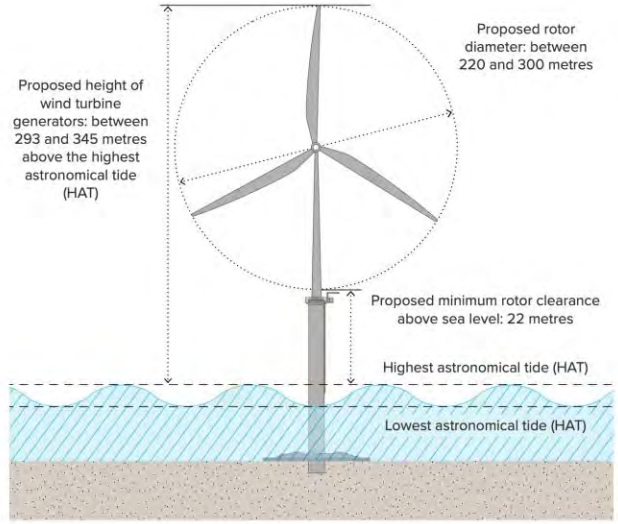
Partners in UK offshore wind

Because offshore wind farm development can be complex, many of the details of the project will likely not be known at the time of our application.

We are proposing to use three-bladed wind turbine generators which include rotors, a nacelle and structural support.

Wind turbine generators will be set out in rows approximately 750 metres apart. The space between rows will be approximately 1,760 metres.

There may be empty spaces within the wind farm site due to less favourable sea bed conditions.

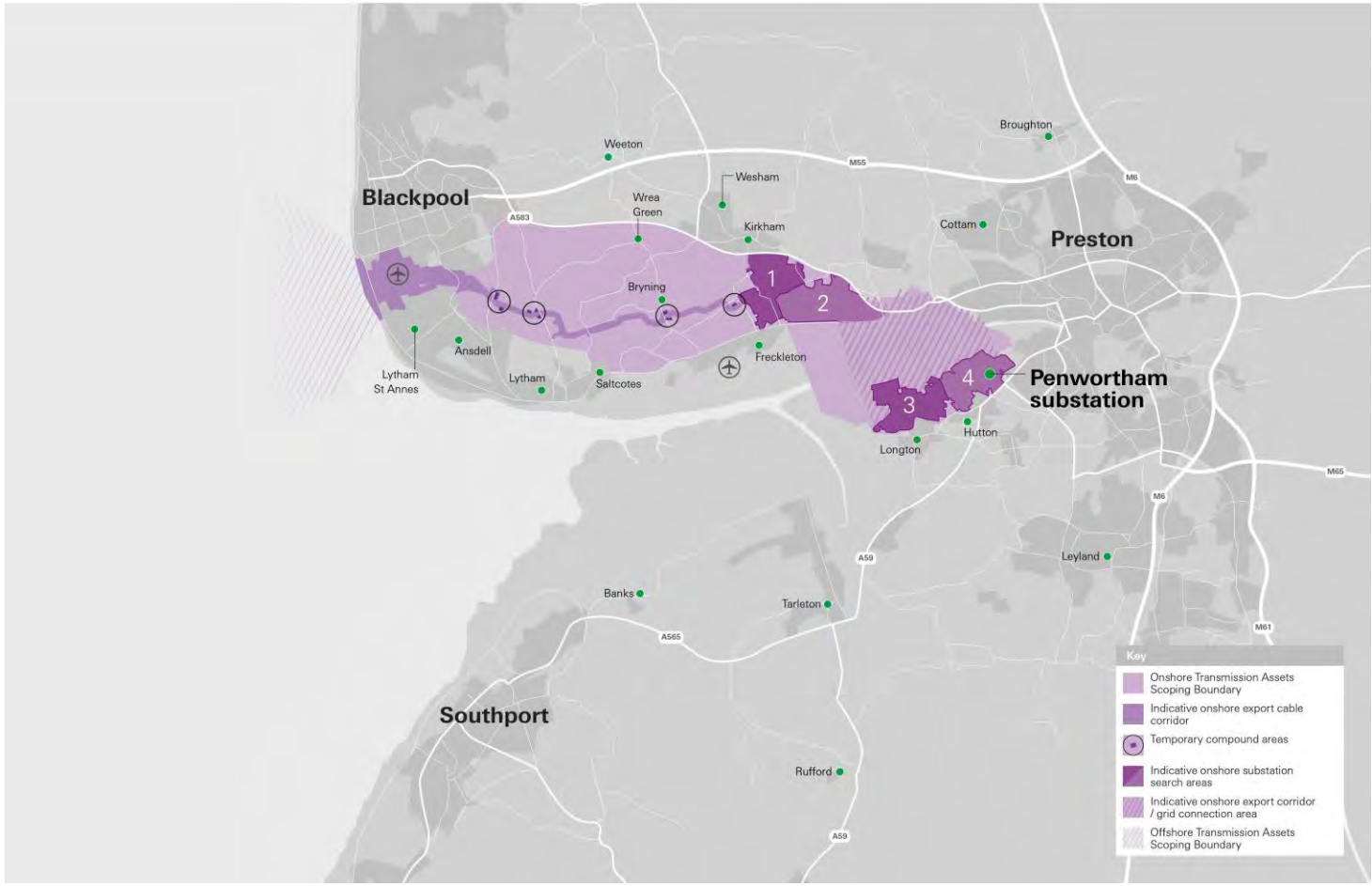


Transmission assets

Partners in UK offshore wind

Morgan and Morecambe Offshore Wind Farms: Transmission Assets is also conducting a non-statutory phase of consultation.

This refers to the assets that will be used to connect the electricity generated by the two projects to the national grid at Penwortham.



Impact on commercial fisheries, shipping and navigation

Partners in UK offshore wind

Our assessments found that the project would affect the following routes:

- Liverpool to Douglas
- Liverpool to Belfast
- Heysham to Douglas
- Heysham to Warrenpoint

With the measures adopted as part of the Morgan Offshore Wind Project Generation Assets in place, the majority of these impacts result in effects which are deemed, in planning terms, “not significant”.

Where more “significant” risks are identified, including when considered with other plans and neighbouring projects, we are committed to exploring additional risk controls through further studies and engagement with stakeholders to ensure they are appropriate and adequate for reducing risks to “as low as reasonably practicable” (ALARP) prior to submission of the application.

Supporting the local, regional and national economy

Partners in UK offshore wind

- Job creation
- Dedicated supplier portal for the local supply chain
- Use of ports and harbours to support construction, operations and maintenance activities

What we are consulting on

Partners in UK offshore wind

We are seeking feedback in this consultation on our Preliminary Environmental Information Report (PEIR) and the accompanying Non-Technical Summary (NTS). This includes:

- Physical processes
- Benthic subtidal ecology
- Fish and shellfish ecology
- Marine mammals
- Offshore ornithology
- Commercial fisheries
- Shipping and navigation
- Marine archaeology
- Infrastructure and other users
- Seascape, landscape and Visual Impact Assessment (SLVIA)
- Civil and military aviation and radar
- Climate change
- Socioeconomics, tourism and recreation
- Human health

How we developed our proposals

Partners in UK offshore wind

We've been carrying out lots of assessments across a range of areas to better understand the area we could work in and the potential impacts of the Morgan Offshore Wind Project:

- Environmental considerations
- Our Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS)

How to participate in this consultation

Partners in UK offshore wind

- Using our project website: [redacted]
- Send an email to: i[redacted]
- Write to us: FREEPOST MORGAN
- Drop into one of our events: discuss the project with us and pick up a printed feedback form to fill in. See our website for more information about events.
- Ask any questions you might have: call [redacted]
- Accessibility: should you require any of our materials in a more accessible format, please contact our team by email on [redacted]

Events

Partners in UK offshore wind

Consultation events

Location	Date	Time
Winter Gardens, Blackpool 97 Church Street, Blackpool FY1 1HL	Weds 10 May	3pm to 7pm
Fylde Rugby Football Club Woodlands Memorial Ground, Blackpool Road, Lytham St Annes FY8 4EL	Fri 12 May	3pm to 7pm
Kingsfold Methodist Church Hawksbury Drive, Kingsfold, Penwortham PR1 9EN	Sat 13 May	10am to 1pm
Ramsey Town Hall Parliament Square, Ramsey, Isle of Man IM8 1RT	Thurs 18 May	3pm to 7pm
Douglas Borough Council Douglas Town Hall, Ridgeway Street, Douglas, Isle of Man IM99 1AD	Fri 19 May	3pm to 7pm
Hutton Village Hall Moor Lane, Hutton, Preston PR4 5SE	Mon 22 May	3pm to 7pm
Royal Clifton Hotel Southport Promenade, Southport PR8 1RB	Weds 24 May	4pm to 8pm

Pop-up events

Location	Date	Time
Barrow Park Leisure Centre Greengate Street, Barrow-in-Furness LA13 9DT	Thurs 11 May	10am to 1pm
Affinity Outlet Shopping Lancashire Anchorage Road, Fleetwood FY7 6AE	Tues 23 May	10am to 1pm
Preston Market 28 Market Street, Preston PR1 2AR	Weds 24 May	10am to 1pm
Waitrose & Partners Formby Three Tuns Lane, Formby, Liverpool L37 4AJ	Thurs 25 May	10am to 1pm
JunctionONE Retail Park Bidston Moss, Wallasey CH44 2HE	Thurs 25 May	3pm to 6pm

Next steps

Partners in UK offshore wind

- We will consider all feedback received alongside further technical, engineering and environmental work
- We will then submit our DCO application to the Planning Inspectorate and relevant Secretary of State
- The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State, who will make the final decision on our application
- If successful, we expect to begin construction in 2026/27 with the aim of being operational by 2030

Indicative timeline
(as of publication 2023)

2023
Statutory consultation on Morgan Offshore Wind Project

2024
Application submitted for Development Consent (DCO)

2026
Earliest anticipated commencement of construction

2028/29
Expected start – Commercial Operations Date (COD)

Please note that this is an indicative timeline and could be subject to change.

Q+A

EnBW | bp

Partners in UK offshore wind

6 - 7pm, Wednesday 3 May 2023

D.14. Statutory consultation automatic email response

Thank you for your email to the Morgan Offshore Wind Project Generation Assets.

Our statutory consultation is now open, until 23:59 on 4 June 2023. To learn more about our proposals, and to submit feedback, please visit the consultation website at www.morecambeandmorgan.com/morgan

As part of the consultation we are holding a number of in-person events along the north west coast of England and on the Isle of Man. You can find full details of these events online and in our downloadable consultation brochure. All events are free to attend. If you can't get to our events in person, or would prefer not to, then we also held a webinar on Wednesday 3rd May at 6pm. You can view our webinar here.

Comments relating to the project that are submitted to this email address within the consultation period will be considered as feedback.

We aim to respond to any enquiries about the project within ten working days.

Kind regards

Morgan Offshore Wind Project Generation Assets

D.15. Feedback Form

Fold B

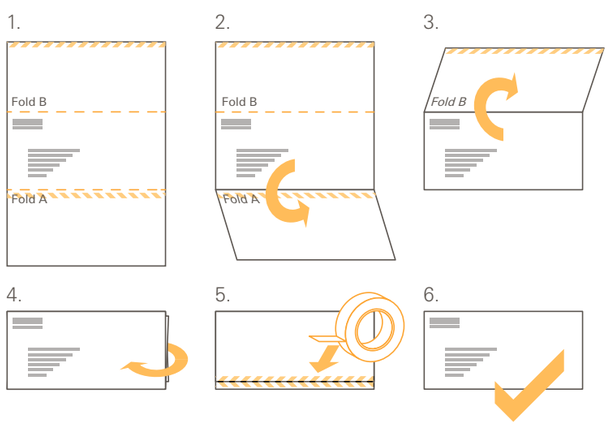
FREEPOST MORGAN

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you
2. Fold the bottom part backwards along Fold A
3. Fold the top part backwards along Fold B
4. Turn the folded questionnaire over
5. Secure it by sticking clear tape along the length of hatched area
6. There's no need for a stamp, just pop it in the post



Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Statutory consultation feedback form
19 April to 4 June 2023

Project overview

The Morgan Offshore Wind Project Generation Assets (known as the 'Generation Assets') is a proposed offshore wind farm located in the Irish Sea approximately 22km from the Isle of Man coastline, and approximately 36km from the north west coast of England. The project is being brought forward by a joint venture between bp and Energie Baden-Württemberg AG (EnBW) and is expected to be operational by 2030. The project's wind turbines are expected to generate enough low carbon renewable energy to power the equivalent of over **1.5 million homes**.

The proposed Generation Assets will comprise wind turbine generators and offshore substation platform(s) and would be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators would be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project (known as the 'Transmission Assets') (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets).

Visit **www.morecambeandmorgan.com/morgan** to find out more about our proposals. We encourage you to complete this feedback form while referring to a number of other resources designed to help you understand the project in further detail. These are available to read on our website, at consultation events, and at a number of reference locations across the project area.

Please note that there are two other wind farm projects in the Irish Sea currently carrying out statutory consultations:

- **Mona Offshore Wind Project**, also being developed by bp-EnBW: **www.morganandmona.com**
- **Morecambe Offshore Windfarm Generation Assets**, being developed by Cobra Instalaciones y Servicios, S.A. ("Cobra") and Flotation Energy Ltd: **www.morecambeandmorgan.com/morecambe**

The consultation

Our consultation is now open and will run from 19 April to 4 June 2023.

Your feedback will help us develop and refine our proposals. The proposed Generation Assets project will be submitted to the Planning Inspectorate and will be decided by the Secretary of State for Energy Security and Net Zero for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Once the consultation has closed, we will carefully consider all the feedback we receive as we continue to refine our proposals further. A Consultation Report summarising how the feedback received has been considered will be produced and submitted as a part of our DCO application.

How to respond

Please complete this feedback form and return it to us using our freepost address: **FREEPOST MORGAN**. Simply fold and stick your response form with the freepost address on the front and put it in your local post box. There is no need to use a stamp.

As well as completing this feedback form, you can also submit feedback using the following methods:

Online:
Complete this feedback form online by visiting [redacted]

[redacted]

Post: Write to us at **FREEPOST MORGAN**.

Should you have any questions or require more information, please visit our website **www.morecambeandmorgan.com/morgan** or call the project team on [redacted] **(option 1, open 9am-5pm)**

Accessibility

Should you require any of our consultation materials in a more accessible format, please contact us by email at **info@morganoffshorewind.com** or phone at **0800 915 2493 (option 1, open 9am-5pm)**.

Personal information

Title:

First name:

Date:

Surname:

Company / organisation, if applicable (optional):

Address:

Postcode (optional):

Email address:

☐ Please tick this box if you would like to opt in to receive project updates.

Please refer to the privacy notice overleaf for details of how we will handle your data.

Q1 Do you have any comments or feedback on the project to date generally, including the specific topics listed (see numbered topics 1.1 to 1.16 below).

These topics are set out in detail in our Preliminary Environmental Information Report (PEIR) and more succinctly summarised in our PEIR Non-Technical Summary (both available to read in full at **www.morecambeandmorgan.com/morgan**)

1.1 Physical processes
See chapter 6 of our PEIR

1.2 Benthic subtidal ecology
See chapter 7 of our PEIR

1.3 Fish and shellfish ecology
See chapter 8 of our PEIR

1.4 Marine mammals
See chapter 9 of our PEIR

1.5 Offshore ornithology
See chapter 10 of our PEIR

1.6 Commercial fisheries
See chapter 11 of our PEIR

1.7 Shipping and navigation
See chapter 12 of our PEIR

1.8 Marine archaeology
See chapter 13 of our PEIR

1.9 Infrastructure and other users, offshore
See chapter 14 of our PEIR

1.10 Seascape, Landscape and Visual Impact Assessment (SLVIA)
See chapter 15 of our PEIR

1.11 Civil and military aviation and radar
See chapter 16 of our PEIR

1.12 Climate change
See chapter 17 of our PEIR

1.13 Socioeconomics, tourism and recreation
See chapter 18 of our PEIR

1.14 Human health
See chapter 19 of our PEIR

Q2 Do you have any comments or feedback on how we have understood the technical and environmental constraints of the areas offered to us by the Crown Estate as part of its leasing process?

This work informed our decision to locate Morgan Offshore Wind Project Generation Assets at the proposed wind farm site. The constraints which were analysed and considered included water depths, wind capacity, wave height, seabed conditions, and the location of possible onshore connection and marine port facilities (among other things).

Q3 Do you have any comments/ feedback on the possible community benefits of the Morgan Offshore Wind Project Generation Assets, and how the project can support the local, regional and national economy?

Q4 Do you have any comments/ feedback on how we are proposing to construct, operate and maintain Morgan Offshore Wind Project Generation Assets?

Q5 Do you have any comments/ feedback on how the project interacts with commercial fisheries, shipping and navigation?

Q6 Do you have any comments/ feedback on the project, including any other information provided as a part of this consultation?

Your privacy matters to us and we are transparent about how we use your data.

FAQs

Why are we collecting this data?

- We value your feedback to help us develop our proposals for the Morgan Offshore Wind Project Generation Assets
- To allow us to keep you up to date as the project progresses
- To meet our statutory obligations under the Planning Act 2008 and any other relevant legislation

Who are we sharing this information with?

- With relevant government bodies, such as the Planning Inspectorate and the Department for Energy Security and Net Zero, to support the project planning application process.
- With our Contractors and suppliers with whom we have contracts in place to support the development of the project.

How long will we keep this information?

- We will keep the information for the time required to fulfil the purposes of the project.

If you wish to update your information, find out more, or make any requests, please contact:

- Email: **info@morganoffshorewind.com**
- Phone: **0800 915 2493 (option 1, open 9am-5pm)**

Scan the QR code or visit: [redacted]

Write to us at:
FREEPOST MORGAN

Call: [redacted]

D.16. Section 42 consultee list

Table 1: Section 42 Consultees for the Morgan Offshore Wind Project: Generation Assets

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
Prescribed Consultees						
The Welsh Ministers	All proposed applications likely to affect land in Wales	All applications likely to affect land in Wales	N/A - no effect on land in Wales	N/A	N/A	N/A
The Scottish Executive	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A - no effect on land in Scotland	N/A	N/A	N/A
The relevant Northern Ireland Department	All proposed applications likely to affect land in Northern Ireland	All applications likely to affect land in Northern Ireland	N/A - no effect on land in Northern Ireland	N/A	N/A	N/A
The Health and Safety Executive	All cases	All cases	Health and Safety Executive	✓		
The National Health Service Commissioning Board and the relevant clinical commissioning group	All proposed applications likely to affect land in England and Wales	All applications likely to affect land in England	NHS England	✓		
The relevant Health Board(1) *(1) See section 2 of the National Heath Service (Scotland) Act 1972 (c.29)*	All proposed applications likely to affect land in Scotland	All proposed applications likely to affect land in Scotland	N/A - no effect on land in Scotland	N/A	N/A	N/A
Natural England(2) *(2) See section 1 of the Natural Environment and Rural Communities Act 2006 (c.16)*	All proposed applications likely to affect land in England	All applications likely to affect land in England	Natural England	✓		✓
			Natural England (Offshore Wind Farms)			✓
The Historic Buildings and Monuments Commissions for England	All proposed applications likely to affect land in England	All applications likely to affect land in England	Historic England	✓		✓
			Historic England Regional Office	✓		
The relevant fire and rescue authority	All cases	All cases	Lancashire Fire and Rescue	✓		
			Merseyside Fire and Rescue	✓	✓	
The relevant police authority	All cases	All cases	Cumbria Police and Crime Commissioner	✓		
			Lancashire Police and Crime Commissioner	✓		
			Merseyside Police and Crime Commissioner	✓		

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
			Cheshire Police and Crime Commissioner	✓		
The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	All cases	All cases				
Parish/Community Council(s) - potential for visual impact			Aldingham Parish Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Angerton Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Askam and Ireleth Parish Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Beckermet Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Bootle Parish Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Broughton West Parish Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Dalton Town with Newton Town Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Drigg and Carleton Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Fleetwood Town Council	✓		
Parish/Community Council(s) - potential for visual impact			Gosforth Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Irton with Santon Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Kirkby Ireleth Parish Council	✓		

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
Parish/Community Council(s) - potential for visual impact			Lindal and Marton Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Lowside Quarter Parish Council	✓	✓	
Parish/Community Council(s) - potential for visual impact			Millom Without Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Millon Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Muncaster Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Pennington Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Ponsonby Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Seascale Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Ulpha Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Urswick Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Waberthwaite Parish Council	✓		
Parish/Community Council(s) - potential for visual impact			Whicham Parish Council	✓	✓	
The Environment Agency	All proposed applications likely to affect land in England and/or Wales	All applications likely to affect land in England or Wales	The Environment Agency	✓		
The Scottish Environment Protection Agency	All proposal applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A - no effect on land in Scotland	N/A	N/A	N/A

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
Relevant AONB Conservation Boards	All proposed applications likely to affect an relevant AONB that is managed by a Conservation Board	All applications likely to affect an relevant AONB that is managed by a Conservation Board	N/A - no effect on a relevant AONB that is managed by a Conservation Board	N/A	N/A	N/A
Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales	All proposed applications likely to affect the historic environment in Wales	N/A - no effect on the historic environment in Wales	N/A	N/A	N/A
The Countryside Council for Wales	All proposed applications likley to affect land in Wales	All applications likley to affect land in Wales	N/A - no effect on land in Wales	N/A	N/A	N/A
The Joint Nature Conservation Committee	All proposed applications likely to affect the marine environment	All applications likely to affect the marine environment	Joint Nature Conservation Committee	✓		✓
The Commission for Rural Communities	All proposed applications likely to affect rural communities in England	All applications likely to affect rural communities in England	N/A - abolished in 2013	N/A	N/A	N/A
Scottish Natural Heritage	All proposed applications likely to affect land in Scotland	All applications likely to affect land in Scotland	N/A - no effect on land in Scotland	N/A	N/A	N/A
The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	All applications likely to affect the maritime or coastal environment, or the shipping industry	The Maritime and Coastguard Agency	✓		
			The Maritime and Coastguard Agency - Liverpool Marine Office	✓		
The Marine Management Organisation	All proposed applications likely to affect the marine area in England and Wales	Where the proposal would involve carrying on any activity in the marine area in England and Wales	The Marine Management Organisation	✓		✓
The Civil Aviation Authority	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	All applications relating to airports or which are likely to affect an airport or its current or future operation	Civil Aviation Authority	✓		
			NATS En-Route Safeguarding	✓		
			Local Airport: Blackpool Airport	✓		
The Highways Agency	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	All applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	N/A - no effect on road or transport operation and/or planning on roads	N/A	N/A	N/A

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	All applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	Merseytravel (Ferry operator)	✓		
The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	All applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	N/A - no impact on the road network	N/A	N/A	N/A
Transport for London	All proposed applications likely to affect transport within, to or from Greater London	All applications likely to affect transport within, to or from Greater London	N/A - no effect on transport within, to or from Greater London	N/A	N/A	N/A
The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining	All applications that lie within areas of past, present or future coal minining	N/A - does no lie within an area of past, present or future coal mining	N/A	N/A	N/A
The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area of where the proposals relate to an area known to be an area of flood risk	All applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk	N/A - no increase in risk of flooding	N/A	N/A	N/A
The British Waterways Board	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	All applications likely to have an impact on inland waterways or land adjacent to inland waterways	N/A - no impact in inland waterways or land adjacent to inland waterways	N/A	N/A	N/A
Trinity House(5) *(5) The Corporation of Trinity House of Deptford Strond.*	All proposed applications likely to affect navigations in tidal waters	All applications likely to affect navigation in tidal waters	Trinity House	✓		
United Kingdom Health Security Agency	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health	All applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health	The United Kingdom Health Security Agency	✓		
Relevant statutory undertakers	All proposed applications likely to affect their functions as statutory undertakers	All applications likely to affect their functions as statutory undertakers				

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
The Relevant Public Gas Transporter			Cadent Gas Ltd	✓		
			Energy Assets Pipelines Limited	✓		
			ES Pipelines Ltd	✓	✓	
			ESP Connections Ltd	✓		
			ESP Networks Ltd	✓		
			ESP Pipelines Ltd	✓		
			Fulcrum Pipelines Limited	✓		
			GTC Pipelines Limited	✓		
			Harlaxton Gas Networks Limited	✓		
			Independent Pipelines Limited	✓		
			Indigo Pipelines Limited	✓		
			Last Mile Gas Ltd	✓		
			Leep Gas Networks Limited	✓	✓	
			Murphy Gas Networks Limited	✓		
			National Grid Gas Plc	✓	✓	
			Quadrant Pipelines Limited	✓		
			Scotland Gas Networks Plc	✓		
			Squire Energy Limited	✓		
The Relevant Electricity Generator with CPO Powers			Awel y Môr Offshore Wind Farm Limited	✓		
			Gwynt y Môr Offshore Wind Farm	✓	✓	
			Ørsted Burbo Bank Extension	✓		
			Ørsted Burbo Bank	✓		
			Ørsted Walney	✓		
			Ørsted Isle of Man Offshore Windfarm (Moor Vannin Wind Farm)	✓		
			Ørsted Barrow Offshore Windfarm Limited	✓		
			Ørsted West of Duddon Sands Offshore Windfarm	✓		
			Ørsted Walney 1 and 2 Windfarms	✓		
			Ørsted Walney Extension (3 and 4) Windfarm	✓		

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
			Vattenfall UK	✓		
The Relevant Electricity Transmitter with CPO Powers			National Grid Electricity System Operator Limited	✓		
			National Grid Electricity Transmission Plc	✓		
The Relevant Electricity Distributor with CPO Powers			Eclipse Power Network Limited	✓		
			Electricity North West	✓	✓	
			Energy Assets Networks Limited	✓	✓	
			ESP Electricity Limited	✓		
			Forbury Assets Limited (Now Optimal Power Networks Limited)	✓		
			Fulcrum Electricity Assets Limited	✓		
			Harlaxton Energy Networks Limited	✓		
			Independent Power Networks Limited	✓	✓	
			Indigo Power Limited	✓		
			Last Mile Electricity Ltd	✓	✓	
			Leep Electricity Networks Limited	✓		
			Murphy Power Distribution Limited	✓		
			SP Energy Networks	✓	✓	
			The Electricity Network Company Limited	✓		
			UK Power Distribution Limited	✓		
			Utility Assets Limited	✓	✓	
			Vattenfall Networks Limited	✓	✓	
Universal Service Providers			Royal Mail	✓		
			British Telecom	✓		
The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	All applications likely to impact on the Crown Estate	The Crown Estate	✓		
The Forestry Commission	All proposed applications likely to affect the protection of expansion of forests and woodland	All applications likely to affect the protection or expansion of forests and woodlands	N/A - no effect on forests and woodlands	N/A	N/A	N/A

Schedule 1 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations Consultee description	Circumstances when that person must be consulted about a proposed application	Circumstances when that person must be notified about an application	Organisation	Email	Postal/Hard Copy	Direct project contact
The relevant local health board	All proposed applications likley to affect land in Wales	All applications likely to affect land in Wales	N/A - no effect on land in Wales	N/A	N/A	N/A
The National Health Service Trusts	All proposed applications likely to affect land in Wales	All proposed applications likely to affect land in Wales	N/A - no effect on land in Wales	N/A	N/A	N/A
The Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area	All applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area	The Secretary of State for Defence	✓		

* Those in blue are the consultation bodies and interested persons notified of the proposed application by the Planning Inspectorate under Regulation 11(1)(a) of the 2017 EIA Regulations.

Table 2: SECTION 43 CONSULTEES FOR THE PURPOSES OF SECTION 42 (1)(B)

Consultee description	Organisation	Email	Postal/ Hard Copy	Direct project contact
Transmission Asset host authority/potential for visual impact	Blackpool Council	✓		
Transmission Asset host authority	Fylde Council	✓		
Transmission Asset host authority	Preston City Council	✓		
Transmission Asset host authority	South Ribble Borough Council	✓		
Transmission Asset host authority	Lancashire County Council	✓		✓
Potential for visual impact	Douglas Borough Council	✓		
Potential for visual impact	Isle of Man Government	✓		
Potential for visual impact	Westmorland and Furness Council (previously Barrow-in-Furness Borough Council)**	✓		
Potential for visual impact	Cumberland Council (previously Copeland Borough Council)**	✓	✓	
Potential for visual impact	Wyre Council	✓		
Potential for visual impact	Cumberland Council and Westmorland and Furness Council (previously Cumbria County Council)**	✓		

Consultee description	Organisation	Email	Postal/ Hard Copy	Direct project contact
Potential for visual impact	Lake District National Park Authority	✓		
Potential for visual impact	Westmorland and Furness Council (previously South Lakeland District Council)**	✓		
Potential for visual impact	Chorley Council	✓	✓	
Potential for visual impact	Sefton Council	✓		

* Those in blue are the consultation bodies and interested persons notified of the proposed application by the Planning Inspectorate under Regulation 11(1)(a) of the 2017 EIA Regulations.

** On 01 April 2023, Cumbria County Council, Barrow-in-Furness Borough Council, Copeland Borough Council, South Lakeland District Council, Eden District Council, Carlisle City Council and Allerdale Borough Council were abolished and replaced by two new unitary authorities of Cumberland Council and Westmorland and Furness Council.

Table 3: NON-PRESCRIBED CONSULTEES (IDENTIFIED IN ACCORDANCE WITH TABLE 3 OF THE ANNEXE TO ADVICE NOTE THREE: EIA NOTIFICATION AND CONSULTATION)

Consultee description	Organisation	Email	Postal/ Hard Copy	Direct project contact
Royal National Lifeboat Institution	Royal National Lifeboat Institution			✓
Ministry of Defence	RAF Woodvale	✓		
Ministry of Defence - Safeguarding	Ministry of Defence (MOD) - Safeguarding	✓		✓
The Office for Nuclear Regulation	The Office for Nuclear Regulation	✓		
Benthic Ecology, Fish and Shellfish and Physical Processess Expert Working Group and Ornitholigy Expert Working Group	The Wildlife Trust			✓
Benthic Ecology, Fish and Shellfish and Physical Processess Expert Working Group	Cefas			✓
Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)			✓
Ornithology Expert Working Group	Royal Society for the Protection of Birds (RSPB)			✓
Marine Archaeology Forum	Manx National Heritage			✓
Steering Group	Natural Resource Wales			✓
Scottish Fisheries Protection Agency	Marine Scotland Conservation	✓		
Cables	LANIS 1 - Vodafone	✓		
Cables	ESAT 2 - BT	✓		
Cables	Ørsted - Active	✓		
Cables	IOM/UK INTERCONNECTOR - MANX ELECTRICITY AUTHORITY	✓		

Consultee description	Organisation	Email	Postal/ Hard Copy	Direct project contact
Cables	WESTERN HVDC LINK - NATIONAL GRID AND SCOTTISH POWER	✓	✓	
Oil and Gas	Department for Energy Security and Net Zero	✓		
The Homes and Communities Agency	Homes England	✓		
The Homes and Communities Agency	Regulator of Social Housing	✓		
Office for Health Improvement and Disparities	Office for Health Improvement and Disparities	✓		
The Equality and Human Rights Commission	The Equality and Human Rights Commission	✓		
Port Operator	The Port of Mostyn	✓		
Economy Consultee	Welsh Government	✓		✓
Economy Consultee	Liverpool City Region Combined Authority	✓		
Social Consultee	Flintshire Council	✓	✓	
Social Consultee	Denbighshire Council	✓		
Social Consultee	Isle of Anglsey County Council	✓		
Social Consultee	Conwy Council	✓	✓	
Aviaton Consultee	Ministry of Defence (Valley and West Freugh)	✓		
The Relevant Water Regulatory Bodies	The Water Services Regulation Authority (Ofwat)	✓	✓	
Health Services	NHS England North West (covers Cheshire, Merseyside, Lancashire and South Cumbria)	✓		
Health Services	North West Ambulance Service NHS Trust	✓		
Health Services	NHS England North West (covers Cheshire, Merseyside, Lancashire and South Cumbria)	✓		
Health Services	Isle of Man Department of Health and Social Care	✓		

* Those in blue are the consultation bodies and interested persons notified of the proposed application by the Planning Inspectorate under Regulation 11(1)(a) of the 2017 EIA Regulations.

D.17. Regulation 11 list

APPENDIX 1: CONSULTATION BODIES FORMALLY CONSULTED

TABLE A1: PRESCRIBED CONSULTATION BODIES[1]

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Health and Safety Executive	Health and Safety Executive
Natural England	Natural England
The relevant fire and rescue authority	Lancashire Fire and Rescue Authority
The relevant police and crime commissioner	Lancashire Police and Crime Commissioner
The Joint Nature Conservation Committee	Joint Nature Conservation Committee
The Maritime and Coastguard Agency	Maritime & Coastguard Agency
The Maritime and Coastguard Agency - Regional Office	The Maritime and Coastguard Agency - Liverpool Marine Office
The Marine Management Organisation	Marine Management Organisation (MMO)
Trinity House	Trinity House
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	United Kingdom Health Security Agency
The Crown Estate Commissioners	The Crown Estate
The Secretary of State for Defence	Ministry of Defence

[1] Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations')

TABLE A2: RELEVANT STATUTORY UNDERTAKERS[2]

STATUTORY UNDERTAKER	ORGANISATION
The relevant public gas transporter	Cadent Gas Limited
	Last Mile Gas Ltd
	Energy Assets Pipelines Limited
	ES Pipelines Ltd
	ESP Networks Ltd
	ESP Pipelines Ltd
	ESP Connections Ltd
	Fulcrum Pipelines Limited
	Harlaxton Gas Networks Limited
	GTC Pipelines Limited
	Independent Pipelines Limited
	Quadrant Pipelines Limited
	Indigo Pipelines Limited
	Leep Gas Networks Limited
	Murphy Gas Networks limited
	Squire Energy Limited
	National Grid Gas Plc
	Scotland Gas Networks Plc
The relevant electricity distributor with CPO Powers	Eclipse Power Network Limited
	Energy Assets Networks Limited
	ESP Electricity Limited
	Forbury Assets Limited

[2] 'Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)

STATUTORY UNDERTAKER	ORGANISATION
	Fulcrum Electricity Assets Limited
	Harlaxton Energy Networks Limited
	Independent Power Networks Limited
	The Electricity Network Company Limited
	Indigo Power Limited
	Last Mile Electricity Ltd
	Leep Electricity Networks Limited
	Murphy Power Distribution Limited
	UK Power Distribution Limited
	Utility Assets Limited
	Vattenfall Networks Limited
The relevant Electricity Transmitters With CPO Powers	National Grid Electricity Transmission Plc
	National Grid Electricity System Operator Limited

TABLE A3: NON-PRESCRIBED CONSULTATION BODIES

ORGANISATION
Isle of Man Government
North West Ambulance Service NHS Trust
Royal National Lifeboat Institution
Historic England
Cumbria County Council
Barrow-in-Furness Borough Council
Copeland Borough council

D.18. Zone of Theoretical Visibility and LPA boundary mapping

N

Dumfries and Galloway
Carlisle District (B)
Northumberland
Allerdale District (B)
Eden District
County Durham
Darlington (B)
Copeland District (B)
South Lakeland District
Richmondshire District
Hambleton District
Barrow-in-Furness District (B)
Lancaster District (B)
Craven District
Harrogate District (B)
Ribble Valley District (B)
Wyre District (B)
Pendle District (B)
Bradford District (B)
Leeds District (B)
Blackpool (B)
Fylde District (B)
Preston District (B)
Burnley District (B)
Hyndburn District (B)
South Ribble District (B)
Calderdale District (B)
Blackburn with Darwen (B)
Rossendale District (B)
Chorley District (B)
Rochdale District (B)
Kirklees District (B)
West Lancashire District (B)
Sefton District (B)
Bolton District (B)
Bury District (B)
Oldham District (B)
Wigan District (B)
Barnsley District (B)
Salford District (B)
St. Helens District (B)
Tameside District (B)
Manchester District (B)
Sheffield District (B)
Knowsley District (B)
Trafford District (B)
Warrington (B)
Stockport District (B)
Wirral District (B)
Liverpool District (B)
High Peak District (B)
Halton (B)
Sir Ynys Mon - Isle of Anglesey
Conwy - Conwy
Sir Ddinbych - Denbighshire
Sir y Fflint - Flintshire
Cheshire West and Chester (B)
Cheshire East (B)
Derbyshire Dales District
Gwynedd - Gwynedd
Staffordshire Moorlands District

Edinburgh
Belfast
Leeds
Dublin
IRELAND
Birmingham
Wales
Cardiff

LEGEND

- Morgan Array Area
  Spring 2023 statutory consultation
- 50km from Morgan Offshore Array Area
- Zone of Theoretical Visability

Service Layer Credits: World Topographic Map: Esri UK, Esri, TomTom, Garmin, FAO, NOAA, USGS
World Terrain Base: Esri UK, Esri, TomTom, Garmin, Foursquare, FAO, METI/NASA, USGS
World Hillshade: Esri, USGS

Data Sources: RPS / bp / EnBW

Geodetic Information:
Datum: OSGB 1936. Projection: British National Grid.
Scale@ 378.9mm x 214.9 mm:1:1,000,000

0 5 10 20 nm
0 5 10 20 km

EnBW bp rps
Partners in UK offshore wind

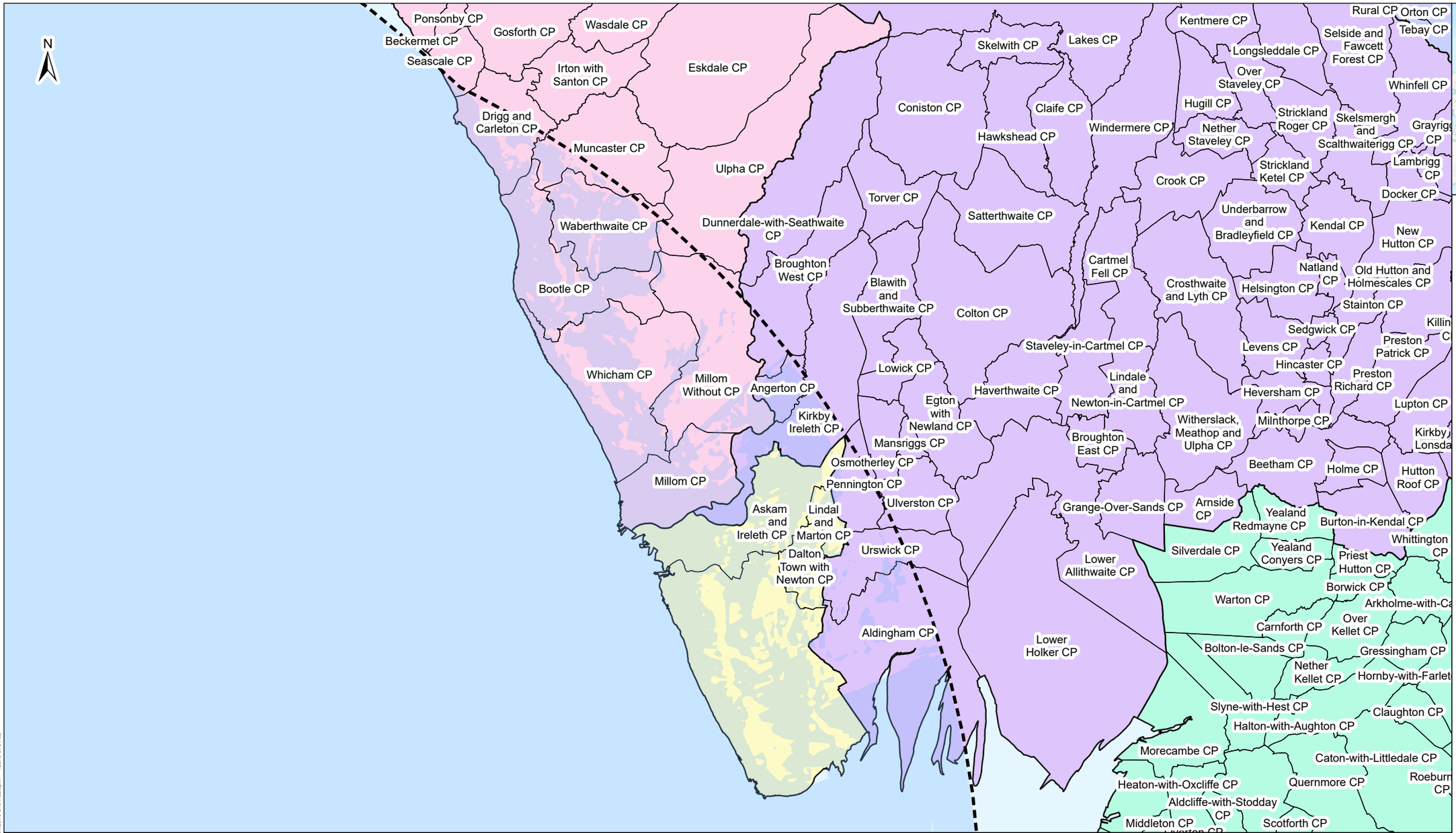
Project Name:
MORGAN GENERATION ASSETS

Drawing Title:
MORGAN ZONE OF THEORETICAL VISIBILITY (ARRAY AREA, AS OF SPRING 2023), WITH LPA BOUNDARIES

Drawing Number:
12079-0734-02

VER	DATE	DETAILS	BY	CHECK
02	02/02/24	FINAL	AC	CF

Path: O:\12079 BP Project Elizabeth\Tech\2d\mxd\12079-0734-02.aprx - 12079-0734-02



Service Layer Credits: World Topographic Map: Esri UK, Esri, TomTom, Garmin, FAO, NOAA, USGS
World Terrain Base: Esri UK, Esri, TomTom, Garmin, Foursquare, METI/NASA, USGS
World Hillshade: Esri, USGS
World Hillshade: Esri, CGIAR, USGS

Data Sources: RPS / bp / EnBW

Geodetic Information:
Datum: OSGB 1936. Projection: British National Grid.
Scale@ 378.9mm x 214.9 mm:1:250,000

0 1.5 3 6 nm
0 2 4 8 km

EnBW bp RPS
Partners in UK offshore wind

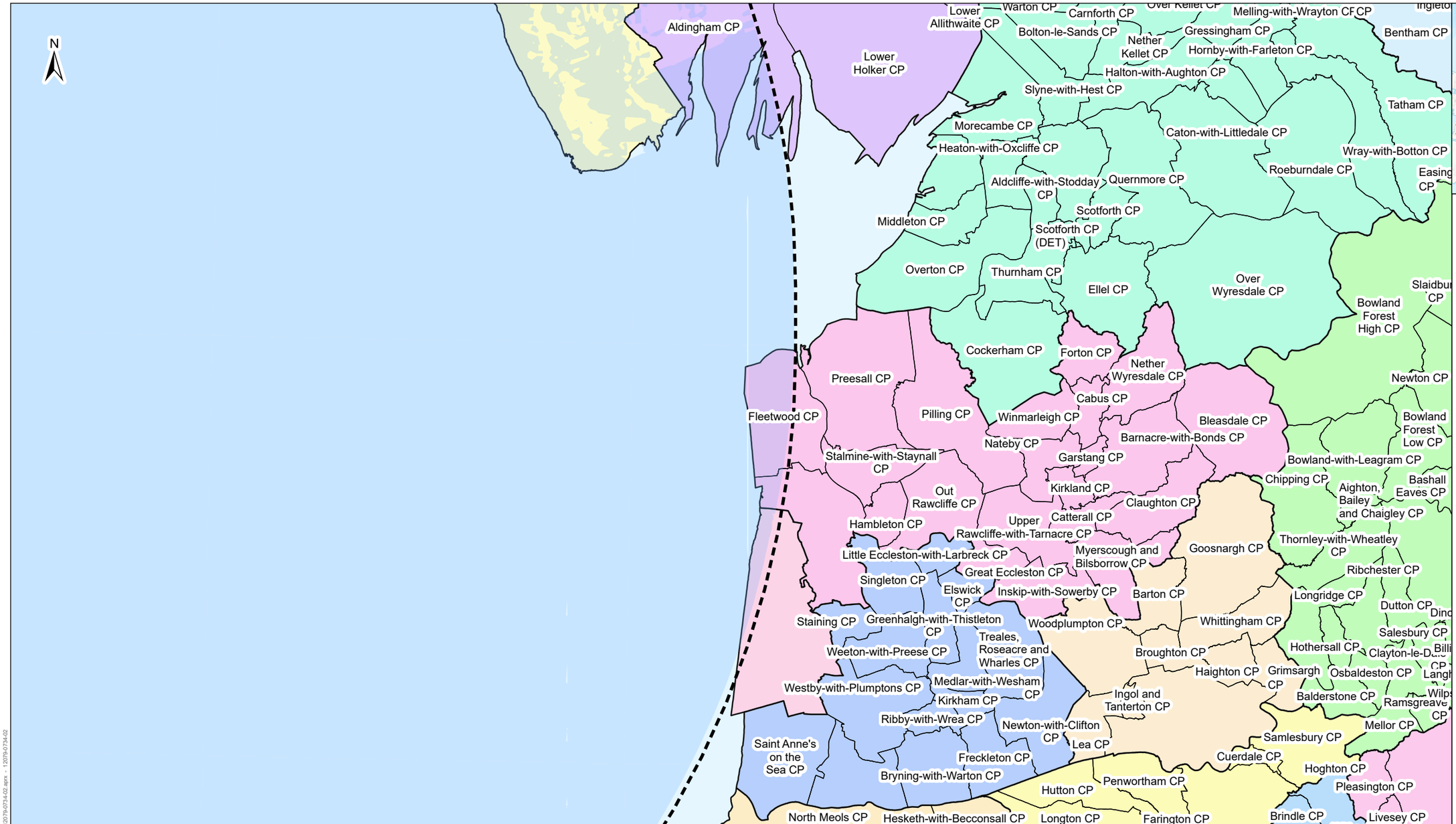
Project Name:
MORGAN GENERATION ASSETS

Drawing Title:
MORGAN ZONE OF THEORETICAL VISIBILITY (ARRAY AREA, AS OF SPRING 2023), WITH PARISH COUNCILS

Drawing Number:
12079-0734-02

VER	DATE	DETAILS	BY	CHECK
02	02/02/24	FINAL	AC	CF

Path: O:\12079 BP Project Elizabeth\Tech\Drawings\12079-0734-02.aprx - 12079-0734-02



Service Layer Credits: World Topographic Map: Esri UK, Esri, TomTom, Garmin, FAO, NOAA, USGS
World Terrain Base: Esri UK, Esri, TomTom, Garmin, Foursquare, METI/NASA, USGS
World Hillshade: Esri, USGS
World Hillshade: Esri, CGIAR, USGS

Data Sources: RPS / bp / EnBW

Geodetic Information:
Datum: OSGB 1936. Projection: British National Grid.
Scale@ 378.9mm x 214.9 mm:1:250,000

0 1.5 3 6 nm
0 2 4 8 km

EnBW bp RPS
Partners in UK offshore wind

Project Name:
MORGAN GENERATION ASSETS

Drawing Title:
MORGAN ZONE OF THEORETICAL VISIBILITY (ARRAY AREA, AS OF SPRING 2023), WITH PARISH COUNCILS

Drawing Number:
12079-0734-02

VER	DATE	DETAILS	BY	CHECK
02	02/02/24	FINAL	AC	CF

Path: O:\12079 BP Project Elizabeth\Tech\2e\mxds\12079-0734-02.aprx - 12079-0734-02

D.19. Targeted Statutory Consultation

D.19.1 Targeted Statutory Consultation – number 02 example correspondence

Hello

Thank you for taking part in the recent statutory consultation for the Morgan Offshore Wind Project Generation Assets, which closed on 4 June 2023.

All the feedback we received is valued and is being carefully considered as we work to finalise our proposals ahead of submitting our application for development consent to the Secretary of State in 2024.

Unfortunately, due to a technical error we were unable to capture responses to question 1, part 1.14 submitted via our online feedback form. The question is reproduced below.

Q1 – Do you have any comments or feedback on the project to date generally, including the specific topics listed? We are seeking your feedback on the specific topic numbered 1.14 below.

These topics are set out in detail in our Preliminary Environmental Information Report (PEIR) and more succinctly summarised in our PEIR Non-Technical Summary (both available to read in full at www.morecambeandmorgan.com/morgan)

1.14 Human health

(See chapter 19 of our PEIR)

We believe you may have provided a response to this question via our online feedback form. If so, we would be grateful if you could please resubmit your feedback to that question, along with any additional feedback you may have, by replying to this email by Monday 25 September.

We will address those comments received before Monday 25 September in our consultation report and will also try to consider any submitted after this date.

All other feedback has been successfully recorded.

Should you have any questions, please call 0800 915 2493 (option 1) or email [redacted]

Kind regards
Morgan Offshore Wind Project
[redacted]
Post: FREEPOST MORGAN

D.19.2 Targeted Statutory Consultation – number 03 example correspondence

Land Rights and Acquisitions, UK Land and Property
National Grid House, (Floor C2)
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA

To whom it may concern

We are contacting you regarding the Morgan Offshore Wind Project, a proposed offshore wind farm located in the Irish Sea, which is being developed by Morgan Offshore Wind Ltd, a joint venture of bp and Energie Baden-Württemberg AG (EnBW).

The wind farm is expected to comprise up to 96 wind turbines and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 37km from the north west coast of England and approximately 22km from the Isle of Man.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate Development Consent Order (DCO).

Over the last two years we have conducted a series of public consultations on our proposals and we are now working towards submission of our Development Consent Order (DCO) application in 2024. As part of this, a statutory phase of consultation was held between 19 April and 4 June 2023.

It has come to our attention that you were not contacted as part of this statutory consultation. The Project is based solely offshore, with the export cable included in a separate DCO (Morecambe and Morgan Transmission Assets) submission. The Project does not therefore not affect any existing offshore NGET assets, we are aware of. However, we wish to provide you with the opportunity to respond.

We therefore would like to provide NGET an opportunity to consider our proposals and provide feedback. This consultation period will start on 5th February 2024 and end 4th March 2024.

Please see below links to the set of materials that were distributed at our statutory consultation, including:

- **A S42 notice** – noting our duty to consult with prescribed consultees
- **A S48 notice** – publicising our proposed application for a DCO
- **A consultation brochure** – summarising our proposals
- **A feedback form** – which can be completed and returned to us using the address: FREEPOST MORGAN (you don't need a stamp)
- **A non-technical summary** – summarising our Preliminary Environmental Information Report (PEIR)

All of these consultation materials, as well as a full digital version of our PEIR, are available within the 'information hub' section of our project website: www.morecambeandmorgan.com/morgan

In addition to providing you with these statutory consultation materials, please also see our most recent newsletter, which was not produced as part of our statutory consultation but was produced and distributed following the consultation. This explains further updates and should be read alongside the statutory consultation materials in order to gain a full understanding of the Morgan Offshore Wind Project. It announces a number of refinements to the offshore element of the scheme, including a reduction to our array boundary.

If after reading this material, you would like to provide feedback, you can do so in a number of ways:

- By emailing info@morganoffshorewind.com
- By using the feedback form on our website at www.morecambeandmorgan.com/morgan
- By writing to us at: FREEPOST MORGAN (please be advised it is not possible to send registered post to a freepost address)

Finally, and recognising that the public events listed within these materials have now concluded, we would be happy to organise a meeting to further discuss our proposals. Please let us know if this would be of interest.

We look forward to receiving your feedback which will be taken into consideration as we continue finalising our DCO application. We would ask that any comments or feedback are submitted to us by **Monday 4th March 2024**. If you would like to provide a response but feel you need more time, please contact us by phone or email and we would be happy to agree an extension beyond this deadline.

If you have any other questions, please call us free on 0800 915 2493 (option 1). Information can also be found on our website www.morecambeandmorgan.com/morgan.

Yours Sincerely,

Vattenfall UK
5th Floor
70 St Mary Axe
London EC3A 8BE
United Kingdom

To Whom it May Concern,

We are contacting you regarding the Morgan Offshore Wind Project, a proposed offshore wind farm located in the Irish Sea, which is being developed by Morgan Offshore Wind Ltd, a joint venture of bp and Energie Baden-Württemberg AG (EnBW).

The wind farm is expected to comprise up to 96 wind turbines and includes cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 37km from the north west coast of England and approximately 22km from the Isle of Man.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate Development Consent Order (DCO).

Over the last two years we have conducted a series of public consultations on our proposals and we are now working towards submission of our Development Consent Order (DCO) application in 2024. As part of this, a statutory phase of consultation was held between 19 April and 4 June 2023.

It has come to our attention that you were not contacted as part of this statutory consultation in your capacity as the operator of the Ormonde Offshore Wind Farm.

We therefore would like to provide Vattenfall (Ormonde) an opportunity to consider our proposals and provide feedback.

This consultation period will start on 5th February 2024 and end 4th March 2024.

Please see below links to the set of materials that were distributed at our statutory consultation, including:

- **A S42 notice** – noting our duty to consult with prescribed consultees
- **A S48 notice** – publicising our proposed application for a DCO
- **A consultation brochure** – summarising our proposals
- **A feedback form** – which can be completed and returned to us using the address: FREEPOST MORGAN (you don't need a stamp)
- **A non-technical summary** – summarising our Preliminary Environmental Information Report (PEIR)

All of these consultation materials, as well as a full digital version of our PEIR, are available within the 'information hub' section of our project website: www.morecambeandmorgan.com/morgan

In addition to providing you with these statutory consultation materials, please also see our most recent newsletter, which was not produced as part of our statutory consultation but was produced and distributed following the consultation. This explains further updates and should be read alongside the statutory consultation materials in order to gain a full understanding of the Morgan Offshore Wind Project. It announces a number of refinements to the offshore element of the scheme, including a reduction to our array boundary.

If after reading this material, you would like to provide feedback, you can do so in a number of ways:

- By emailing info@morganoffshorewind.com
- By using the feedback form on our website at www.morecambeandmorgan.com/morgan
- By writing to us at: FREEPOST MORGAN (please be advised it is not possible to send registered post to a freepost address)

Finally, and recognising that the public events listed within these materials have now concluded, we would be happy to organise a meeting to further discuss our proposals. Please let us know if this would be of interest.

We look forward to receiving your feedback which will be taken into consideration as we continue finalising our DCO application. We would ask that any comments or feedback are submitted to us by **Monday 4th March 2024**. If you would like to provide a response but feel you need more time, please contact us by phone or email and we would be happy to agree an extension beyond this deadline.

If you have any other questions, please call us free on 0800 915 2493 (option 1). Information can also be found on our website www.morecambeandmorgan.com/morgan

Yours Sincerely,

D.20. Notifying the Secretary of State under section 46

D.20.1 Email delivery report to Mr Shapps

grant.shapps.mp@parliament.uk

Originated from List Import from Copy/Pasted File on Apr 13, 2023 Greenwich Mean Time

Email Subscribed

Opted in on Apr 13, 2023 Greenwich Mean Time

Contact Information Edit

Email Address	grant.shapps.mp@parliament.uk
First Name	—
Last Name	—
Address	—
Phone Number	—
Birthday	—
Salutation 1	—
Salutation	—
Job Title	—
Category	The Relevant Secretary of State
Organisation	Secretary of State for Energy Security and Net Zero
Section	S46
Title	—

Predicted Gender Unknown
Predicted Age Unknown

Tags

Manage Tags

s46 ✕ advanced-comms ✕

⊕ Add a tag

Overview Insights Notes Settings

Activity

Filtered by All Activity Date

Apr 19, 2023 - 11:14 AM Greenwich Mean Time

Was sent the email S46 - Consultation Launch

Apr 13, 2023 - 04:42 PM Greenwich Mean Time

Was sent the email Morgan Offshore Wind Project Generation Assets: consultation to run from 19 April to 4 June 2023

Apr 13, 2023 - 03:09 PM Greenwich Mean Time

Added manually

D.20.2 Planning Inspectorate Section 46 Notification

The Planning Inspectorate

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

Customer Services: [redacted]
e-mail: MorganOffshoreWindProject@planninginspectorate.gov.uk

By email only

Your Ref:

Our Ref: EN010136

Date: 27 April 2023

Dear Mr Haydock

Planning Act 2008 (as amended) – Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8

Proposed application by for an Order Granting Development Consent for the Morgan Offshore Wind Farm Generation Assets Project

Acknowledgement of receipt of information concerning proposed application

Thank you for your notification of 19 April 2023 with links to the following documentation:

- Statutory Consultation Brochure
- Statutory Consultation Feedback Form
- Statement of Community Consultation
- Statutory Consultation Poster
- Section 48 Notice
- Preliminary Environmental Information Report
- Preliminary Environmental Information Report Non-Technical Summary
- Draft Development Consent Order

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an Order granting development consent for the purposes of section 46 of the Planning Act 2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

EN010136

I also acknowledge notification in accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 that you propose to provide an environmental statement in respect of the Proposed Development.

I will be your point of contact for this application – contact details are at the top of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other Interested Parties on our website and, if relevant, direct parties to you as the Applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the Pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft Development Consent Order, Explanatory Memorandum, the Consultation Report and any draft Habitats Regulations Assessment. You may therefore wish to build this into your timetable.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

[redacted]

Case Manager

This decision was made by officials on behalf of the Secretary of State under delegated powers.

This communication does not constitute legal advice.

Please view our Privacy Notice before sending information to the Planning Inspectorate.

D.21. The section 48 notice for the Morgan Generation Assets

D.21.1 Section 48 Notice

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: **www.morecambeandmorgan.com/morgan**. They will be available to download at the start of the

statutory consultation on **19 April 2023**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing **info@morganoffshorewind.com**. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Town Hall** **Parliament Square** **Ramsey** **Isle of Man** **IM8 1EG**	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Abbots Vale** **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 2RL**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023.**

Morgan Offshore Wind Project

D.21.2 Section 48 notice in newspapers

D.21.2.1 Fishing News (12 April 2023)

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on **19 April 2023**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2403** (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference Location	Opening hours (correct at the time of publication)
Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man, IM1 2AY	Monday – Wednesday: 8:30am-5pm, Thursday: 10am-7pm, Friday: 8:30am-5pm, Saturday: 9am-4pm, Sunday: CLOSED
Ramsey Town Library, Town Hall, Parliament Square, Ramsey, Isle of Man, IM8 1EG	Monday – Thursday: 9am-4:30pm, Friday: 9am-4:30pm, Saturday: 9am-4:30pm, Sunday: CLOSED
Abbots Vale Community Centre, Abbots Vale, Barrow-in-Furness, Cumbria, LA13 9PA	Monday-Friday: 9am-8pm, Weekends: CLOSED
Barrow-in-Furness Library, Ramsden Square, Barrow in Furness, LA14 1LL	Monday-Thursday: 9:30am-6pm, Friday: 9:30am-5pm, Saturday: 10am-4pm, Sunday: CLOSED
Southport Library, Lord Street, Southport, PR8 1DX	Monday-Friday: 10am-5pm, Saturday: 10am-2pm, Sunday: CLOSED
Penwortham Town Council and Community Centre, Kingsfold Drive, Penwortham, Preston, PR1 2RL	Monday-Thursday: 10am-3pm, Friday: 10am-Midday, Weekends: CLOSED
Egremont Community Centre, Egremont Mission, Guildford St, Wallasey, CH44 0BP	Monday-Friday: 9am-4pm, Weekends: CLOSED
Preston City Council, Town Hall, Lancaster Road, Preston, PR1 2RL	Monday - Wednesday: 9am-5pm, Thursday: 10am-5pm, Friday: 9am-5pm, Weekends: CLOSED

*** Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct, if you are planning a visit.**

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- Completed hard copy feedback forms to a Project representative
- An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan
- By email to info@morganoffshorewind.com
- In writing to FREEPOST MORGAN

(please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant by **23:59 on 4 June 2023**.

Morgan Offshore Wind Project

D.21.2.2 Lloyd's List (12 April 2023)

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the

statutory consultation on **19 April 2023**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Town Hall** **Parliament Square** **Ramsey** **Isle of Man** **IM8 1EG**	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Abbots Vale** **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 2RL**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023**.

Morgan Offshore Wind Project

D.21.2.3 London Gazette (12 April 2023)

Reference location	Opening times
	Sat: 9:30am-12.30pm

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and address where any correspondence relating to the Project can be sent. Comments may be submitted in the following ways:

- Completing the feedback form: An electronic copy is available on the Project website. Paper copies are also available at consultation events, at reference locations, or by request from the community relations team.
- Interactive map: Available on the Project website: www.morecambeandmorgan.com/morecambe
- Telephone: 0800 915 2493 (option 2), open Monday to Friday, 9am to 5pm
- Email: hello@morecambeoffshorewind.com
- In writing: FREEPOST MORECAMBE GENERATION

Any comments received will be analysed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Your privacy matters to us and we are transparent about how we use your data. If you wish to update your information, find out more, or make any requests, please contact the Project team or visit www.morecambeandmorgan.com/morecambe.

Please note that all comments and representations must be received by the Applicant by midnight 4 June 2023.

Morecambe Offshore Windfarm Generation Assets (4330959)

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13
NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on 19 April 2023. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Reference location	Opening times*
Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library, Town Hall, Parliament Square, Ramsey, Isle of Man IM8 1EG	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre, Abbots Vale, Barrow-in-Furness, Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library, Ramsden Square, Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library, Lord Street, Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre, Kingsfold Drive, Penwortham, Preston PR1 2RL	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre, Egremont Mission, Guildford St, Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council, Town Hall, Lancaster Road, Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct, if you are planning a visit.

Responding to this notice
If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.
A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.
There are several ways to submit feedback:
• Completed hard copy feedback forms to a Project representative
• An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan
• By email to info@morganoffshorewind.com
• In writing to FREEPOST MORGAN (please be advised it is not possible to send registered post to a freepost address)
Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.
Please note that all comments and representations must be received by the Applicant by 23:59 on 4 June 2023.
Morgan Offshore Wind Project (4330961)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990
The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a length of highway off Mather Street at Eccles, in the City of Salford.
If made, the Order would authorise the stopping up only to enable development as permitted by Salford City Council, under reference 16/68464/FUL.
Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Eccles Public Library, 28 Barton Lane, Eccles, Manchester, M30 0TU, in the 28 days commencing on 12 April 2023, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/NW/S247/5387.
Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 10 May 2023. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.
C Newton, Casework Manager (4330954)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990
The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (East) (No. 12) Order 2023" authorising the stopping up of three part widths of Broomhill Lane at Reepham in the District of Broadland. This is to enable development as permitted by Broadland District Council under reference 20200469.
Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/E/S247/5346). They may also be inspected during normal opening hours at Reepham Town Council, Town Hall, Church Street, Reepham, NR10 4JW.
Any person who wishes to challenge the validity of the decision to make the Order may apply to the High Court within 6 weeks from 12 April 2023.
C Newton, Casework Manager (4330956)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990
The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North East) (No.7) Order 2023" authorising the stopping up of a length and part width of both West Street and Crowtree Road and two part widths of High Street West, at Sunderland in the City of Sunderland. This is to enable development as permitted by Sunderland City Council, under reference 21/02835/LP3 and 22/02157/VA3.
Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/NE/S247/5030). They may also be inspected during normal opening hours at Sunderland City Council, City Hall, Plater Way, Sunderland, SR1 3AA.
Any person who wishes to challenge the validity of the decision to make the Order may apply to the High Court within 6 weeks from 12 April 2023.
C Moody, Casework Manager (4330958)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990
The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (South West) (No.11) Order 2023" authorising the stopping up of a part width of Great Western Road at The Triangle, Clevedon in North Somerset. This is to enable development as permitted by North Somerset Council, under reference 20/P/1673/FUL.
Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/SW/S247/5338). They may also be inspected during normal opening hours at Clevedon Library, 37 Old Church Rd, Clevedon, BS21 6NN.
Any person who wishes to challenge the validity of the decision to make the Order may apply to the High Court within 6 weeks from 12 April 2023.
D Hoggins, Casework Manager (4330960)

Roads & highways

ROAD RESTRICTIONS

City of Westminster

ASHBRIDGE STREET, ASHMILL STREET, BELL STREET, BROADLEY STREET, COSWAY STREET, SHROTON STREET AND STALBRIDGE STREET
1. NOTICE IS HEREBY GIVEN that Westminster City Council proposes to make the following Orders under sections 6, 45, 46, 49, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:
• The City of Westminster (Cycle Hangars) (Amendment No. *) Order 202*;
• The City of Westminster (Parking Places) (B Zone) (Amendment No. *) Order 202*; and
• The City of Westminster (Waiting and Loading Restriction) (Amendment No. *) Order 202*.
2. The general effect of the Orders would be to:
(a) on Ashbridge Street, between Broadley Street and Ashmill Street:
(i) introduce "at any time" loading restrictions at its junctions with Broadley Street and Ashmill Street;
(ii) the south-west side, shorten the residents' parking place by 4 metres at its south-eastern end and replace with double yellow line "at any time" waiting and loading restrictions; and

D.21.2.4 The Guardian (12 April 2023)

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13
NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on 19 April 2023. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Henry Bloom Noble Library, 8 Duke Street, Douglas Isle of Man IM1 2AY Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED	Abbots Vale Community Centre, Abbots Vale, Barrow-in-Furness Cumbria LA13 9PA Monday-Friday: 9am-8pm Weekends: CLOSED	Southport Library, Lord Street Southport PR8 1DJ Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED	Egremont Community Centre Egremont Mission, Guildford St Wallasey CH44 0BP Monday-Friday: 9am-4pm Weekends: CLOSED
Ramsey Town Library, Town Hall, Parliament Square, Ramsey, Isle of Man IM8 1EG Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED	Barrow-in-Furness Library, Ramsden Square Barrow in Furness LA14 1LL Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED	Penwortham Town Council and Community Centre Kingsfold Drive, Penwortham, Preston PR1 2RL Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED	Preston City Council, Town Hall Lancaster Road, Preston PR1 2RL Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms to a Project representative**
- **An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan**
- **By email to info@morganoffshorewind.com**
- **In writing to FREEPOST MORGAN (please be advised it is not possible to send registered post to a freepost address)**

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant by 23:59 on 4 June 2023.

Morgan Offshore Wind Project

D.21.2.5 Barrow Mail (12 and 19 April 2023)

STATUTORY

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: **www.morecambeandmorgan.com/morgan.** They will be available to download at the start of the statutory consultation on **19 April 2023**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing **info@morganoffshorewind.com.** A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Town Hall** **Parliament Square** **Ramsey** **Isle of Man** **IM8 1EG**	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Abbots Vale** **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 2RL**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023.**

Morgan Offshore Wind Project

[redacted]

STATUTORY

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), will be available to download and view free of charge from the Project website at the start of the statutory consultation on **19 April 2023**: **www.morecambeandmorgan.com/morgan**. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing **info@morganoffshorewind.com**. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023**.

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Parliament Square** **Ramsey** **Isle of Man** **IM8 1RT**	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 9EQ**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN
  (please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023.**

Morgan Offshore Wind Limited

D.21.2.6 Blackpool Gazette (12 and 19 April 2023)

Blackpool Gazette
URN: NMC6230877 Date: 12/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 36/40

PLANNING NOTICES

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13
NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project: and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on 19 April 2023. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Reference location	Opening times*
Henry Bloom Noble Library 8 Duke Street Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Town Hall Parliament Square Ramsey Isle of Man IM8 1EG	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Abbots Vale Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston, PR1 2RL	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

Completed hard copy feedback forms to a Project representative

An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan

By email to info@morganoffshorewind.com

In writing to FREEPOST MORGAN
(please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant by 23:59 on 4 June 2023.

Morgan Offshore Wind Project

WYRE COUNCIL

I give notice that the Council has received the following applications for major developments as defined in the Planning Acts: Application number: 23/00164/REMMAJ **Proposal:** Reserved matters application for proposed erection of 42 residential units with associated gardens, car parking, landscaping and infrastructure (following outline permission 21/00981/FULMAJ) **Location:** Land Off Stricklands Lane Stalmine Lancashire **Applicant:** Mr Steven Wylie **The following application also affects a public right of way: Application Number:** 23/00060/FULMAJ **Proposal:** Change of use of agricultural land for part residential and part equine use. Demolition of existing garage and erection of private 12 car garage with attached helicopter hanger and concrete helicopter landing pad and private 12 horse stable block with sand paddock and horse walker **Location:** Land North East Of Bay Court Links Gate Thornton Cleveleys Lancashire **Applicant:** Mr Paul Fox **The following application affects the setting of a listed building: Application Number:** 23/00198/FUL **Proposal:** Proposed new vehicular access and parking area **Location:** 9/10 Hollins Hill Hollins Lane Forton Preston Lancashire **Applicant:** Messrs Green **The following application is within the Conservation Area of Poulton Le Fylde: Application Number:** 23/00231/FUL **Proposal:** Change of use of the former Police Station to create a mixed use retail and leisure development comprising a food/retail hall, the erection of a part single and part 2 storey rear extension (following demolition of existing garages to the rear) and inclusion of external seating area) **Location:** Former Police Station Market Place Poulton Le Fylde Lancashire **Applicant:** Mr E Nelder. Plans and supporting information are available on our website at: www.wyre.gov.uk/planningsearch (using the above planning application numbers) or by appointment at the Civic Centre in Poulton (during office hours). You can comment on undecided planning applications at www.wyre.gov.uk/Commentplanningapplication Representations on the above applications should be made by **3rd May 2023** as, after this date, the Council is entitled to make a decision on the application. Written comments will be available for inspection by interested parties on our website. For further information on how to comment on applications and on how decisions are made please visit our website www.wyre.gov.uk/Commentplanningapplication

Head of Planning Services
Tel: (01253) 891000
Date: 12th April 2023

LICENCE APPLICATIONS

Sex Establishment Licence Application.

Notice of application for the Renewal of a sex establishment licence pursuant to Schedule 3 Local Government (Miscellaneous Provisions) Act 1982.

Take notice that on Wednesday 5th April 2023, **UK Exclusive Entertainments Ltd** applied to Blackpool Council for the renewal **of a sex establishment licence for: MYSTIQUE (Eden 1) 1st & 2nd Floor, 15-17 Queen Street, Blackpool, FY1 1NL**. If granted the application will allow the premises to operate as a **sexual encounter venue** at the following times: **Monday to Sunday 20:00hrs to 04:00hrs**. Any person wishing to make objections on the application may do so in writing to: Licensing Service, Blackpool Council, Municipal Buildings, PO Box 4, Blackpool, FY1 1NA. Tel: 01253 478397, Fax: 01253 478372 Email: **licensing@blackpool.gov.uk**

The grounds of the objection must be stated in general terms. A copy of the application for this licence is kept by the Licensing Authority at the above address. This application can be viewed by appointment from Mon to Fri between 10.00a.m. And 4.00p.m. The objection must be received by the Council no later than
Wednesday 3rd May 2023
Agent - C.N.A. Risk Management

Transfer of an Established Licence

Sex Establishment Licence Application. Notice of application for the transfer of a sex establishment licence pursuant to Schedul 3 Local Government (Miscellaneous Provisions) Act 1982.

Take notice that on Tuesday 4th April 2023, **UK Exclusive Entertainments Ltd** applied to Blackpool Council for the transfer of a sex establishment licence for: **MYSTIQUE (Eden 1) 1st & 2nd Floor, 15 -17 Queen Street, Blackpool, FY1 1NL**. If granted the application will allow the premises to operate as a **sexual encounter venue** at the following times: **Monday to Sunday 20:00hrs to 04:00hrs**. Any person wishing to make objections on the application may do so in writing to: Licensing Service, Blackpool Council, Municipal Buildings, PO Box 4, Blackpool, FY1 1NA. Tel: 01253 478397, Fax: 01253 478372 Email: **licensing@blackpool.gov.uk**

The grounds of the objection must be stated in general terms. A copy of the application for this licence is kept by the Licensing Authority at the above address. This application can be viewed by appointment from Mon to Fri between 10.00a.m. And 4.00p.m. The objection must be received by the Council no later than **Tuesday 2nd May 2023**
Agent - C.N.A. Risk Management

FOR ALL YOUR LATEST INFORMATION ON PLANNING PROPOSALS, TRAFFIC NOTICES, GOODS VEHICLE OPERATOR LICENCES, LICENCES TO SELL ALCOHOL AND PROBATE NOTICES, SEE OUR PUBLIC NOTICES SECTION

Blackpool Gazette
URN: NMC6230882 Date: 19/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 34/40

Classified

GARDENING & LANDSCAPING

[redacted]

PATHS & DRIVES

T.H DRIVEWAYS & LANDSCAPING
- Family Run Business -

- Resurfacing
- Tarmacing
- Block Paving
- Gravelling
- Turfing
- Power Washing
- Resin Bond
- Tree Felling
- Hedge & Shrub Trimming

[redacted]

PLUMBING SERVICES

[redacted]

TV REPAIRS

[redacted]

WASTE REMOVAL

[redacted]

ROOFING SERVICES

[redacted]

Unlock tax-free cash from your home

Plus, pay off any outstanding mortgage so you can achieve your retirement dreams.

Whether its for home improvements, travel, or simply to improve your lifestyle, the money tied up in your home can help turn your goals into reality.

ORDER YOUR FREE GUIDE TODAY

Equity release may involve a lifetime mortgage which is a loan secured against your home, or a home reversion plan. It reduces the value of your estate and requires paying off any existing mortgage. The money released, plus accrued interest, is repaid upon death or entering long term care. Equity Release may require set up fees.

Request your no-obligation personalised illustration which will explain features and risks. Find out how much tax-free cash you could release today.

Age Partnership

[redacted]

Age Partnership is a trading name of Age Partnership Limited, 2200 Century Way, Thorpe Park, Leeds, LS15 8ZB, which is authorised and regulated by the Financial Conduct Authority. FCA registered number 425432. Company registered in England and Wales No. 5255969. VAT registration number 162 9355 92. We offer a range of equity release products from across the market. Correct at time of print.

Feel like a **fish** out of water?

Hook your dream job by visiting

Jobstoday
jobstoday.co.uk

local information at your finger tips...

CLASSIFIED

BEDROOM FURNITURE

[redacted]

CURTAINS & BLINDS

CRYSTAL BLINDS Est. 1978
Spectacular Summer Sale
OPEN for BUSINESS
CELEBRATING **40 YEARS** OF TRADING AS A FAMILY BUSINESS!
Manufacturers of all types of **BLINDS** All Areas Covered
New & Exclusive Vertical Head rails now in

94% OF PEOPLE PREFER TO BUY FROM LOCAL BUSINESSES.

[redacted]

YOUR LOCAL MOTORS SHOWROOM

[redacted]

PUBLIC NOTICES

PLANNING NOTICES

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13
NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on 19 April 2023. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Reference location	Opening times*
Henry Bloom Noble Library 8 Duke Street Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Town Hall Parliament Square Ramsey Isle of Man IM8 1EG	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Abbots Vale Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston, PR1 2RL	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

Completed hard copy feedback forms to a Project representative

An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan

By email to info@morganoffshorewind.com

In writing to FREEPOST MORGAN
(please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant by 23:59 on 4 June 2023.

Morgan Offshore Wind Project

[redacted]

Blackpool Gazette
URN: WPR6013899 Date: 19/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 11/40

MORECAMBE

EnBW | bp
Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

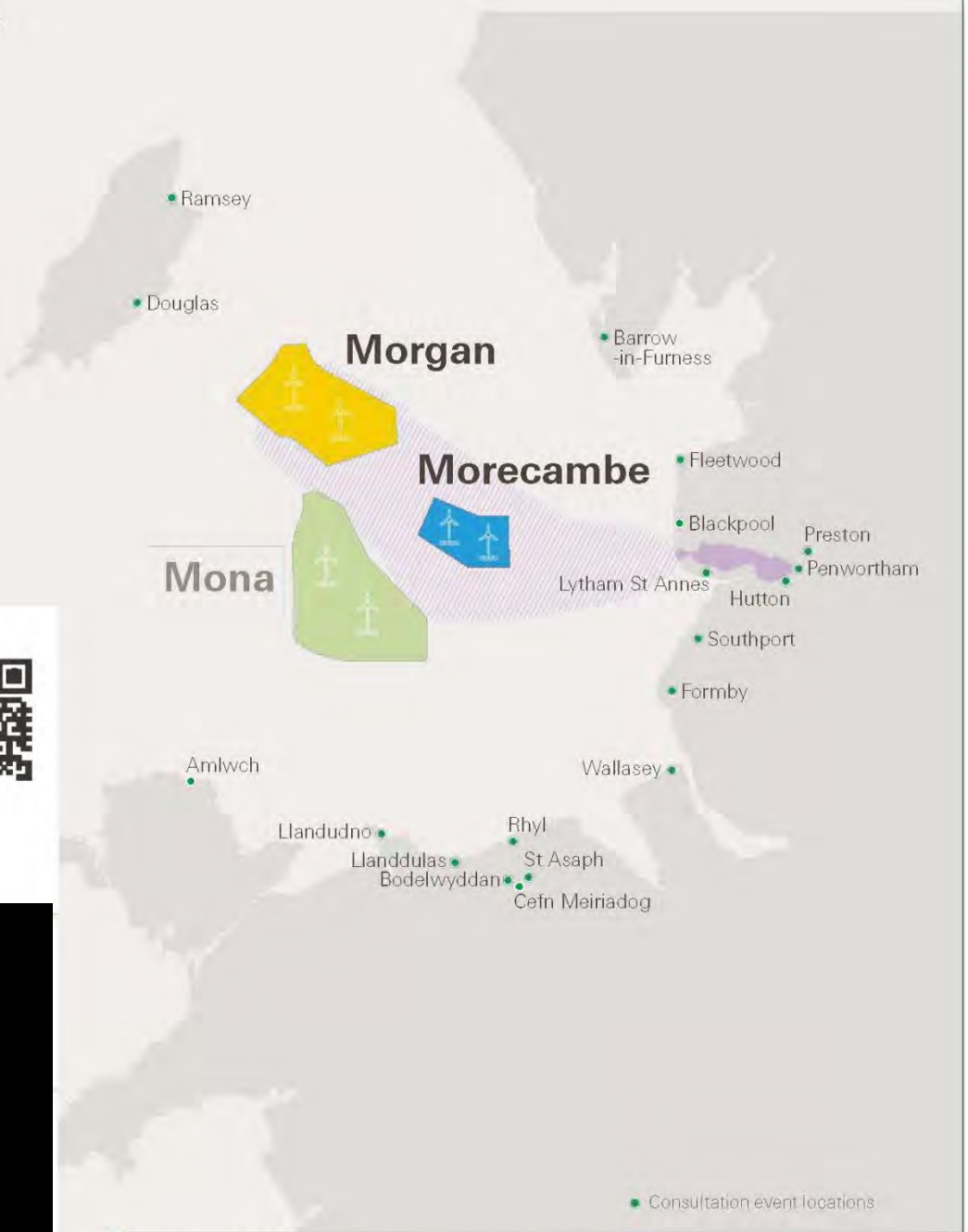
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.21.2.7 Lancashire Post (12 and 19 April 2023)

Lancashire Evening Post
URN: NMC6230877 Date: 12/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 37/40

Classified

PLANNING NOTICES

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")

PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'

INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4

INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:

- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Documents), are available to download and view free of charge from the Project website: www.morecambeandmorgan.com/morgan. They will be available to download at the start of the statutory consultation on 19 April 2023. Details of consultation events will also be available on this website from this date.

If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only. Electronic copies will be provided free of charge.

Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Reference location	Opening times*
Henry Bloom Noble Library 8 Duke Street Douglas, Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Town Hall Parliament Square Ramsey Isle of Man IM8 1EG	Monday – Thursday: 9am-4:30pm Friday: 9am-4:30pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Abbots Vale Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston, PR1 2RL	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.

A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.

There are several ways to submit feedback:

Completed hard copy feedback forms to a Project representative

An interactive map will be available on the Project website: www.morecambeandmorgan.com/morgan

By email to info@morganoffshorewind.com

In writing to FREEPOST MORGAN
(please be advised it is not possible to send registered post to a freepost address)

Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.

Please note that all comments and representations must be received by the Applicant by 23:59 on 4 June 2023.

Morgan Offshore Wind Project

TRAFFIC NOTICES

LANCASHIRE COUNTY COUNCIL
(VICTORIA STREET, PRESTON, PRESTON CITY) (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023

NOTICE IS HEREBY GIVEN that Lancashire County Council intend to make an Order under **Section 14(1) (a) of the Road Traffic Regulation Act 1984**, as amended, the effect of which will be to temporarily prohibit traffic on the roads set out in this notice.

1. No person shall cause any motor vehicle or cycle to proceed over that length of Victoria Street, Preston from its junction with Adelphi Street to its junction with Sizer Street.
2. Nothing in this order shall apply to persons engaged in the carrying out of the works.
3. The prohibition will be operative from 0800 hours on Monday 24th April 2023 until 1800 hours on Sunday 25th August 2024 or until completion of the works within this period.
4. An alternative route for vehicular traffic affected by the closure is via: -
   Victoria Street – Moor Lane – Fylde Road – Victoria Street – Adelphi Street – Sizer Street – Victoria Street

The temporary prohibition is necessary to allow Morgan Sindall Construction Ltd to construct a new veterinary school for UCLAN.

Authority given for this Order to be made:
[Ref: HRIT/42668/KF]

FOR SALE

Gardeners/Allotment holders
PVC corrugated roofing sheets for cloches, 8Ft long 30 inch wide, DIY price £20 plus. Bargain £8 per sheet. Can Deliver, Ray 01257422238 Christine 07971195 280

Two hard shell suitcases
One purple, one lilac. 29" x 23" wheels and handle. £20 will separate. Tel: 01253 726333.

Large expanding suitcase
29" x 20" suitable for storage. Tel: 01253 726333.

BEDROOM FURNITURE

FITTER/JOINER

Will supply and install fitted bedrooms at lowest possible prices eg: floor to ceiling ten foot £899 all inc

[redacted]

MOBILITY AIDS

WANTED

[redacted]

CLASSIFIED

CURTAINS & BLINDS

[redacted]

Lancashire Evening Post
URN: WPR6013899 Date: 19/04/2023 Section: ROP
Advertiser: Camargue Group Ltd Page: 11/40

MORECAMBE

EnBW bp
Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

Morecambe Offshore Windfarm Generation Assets

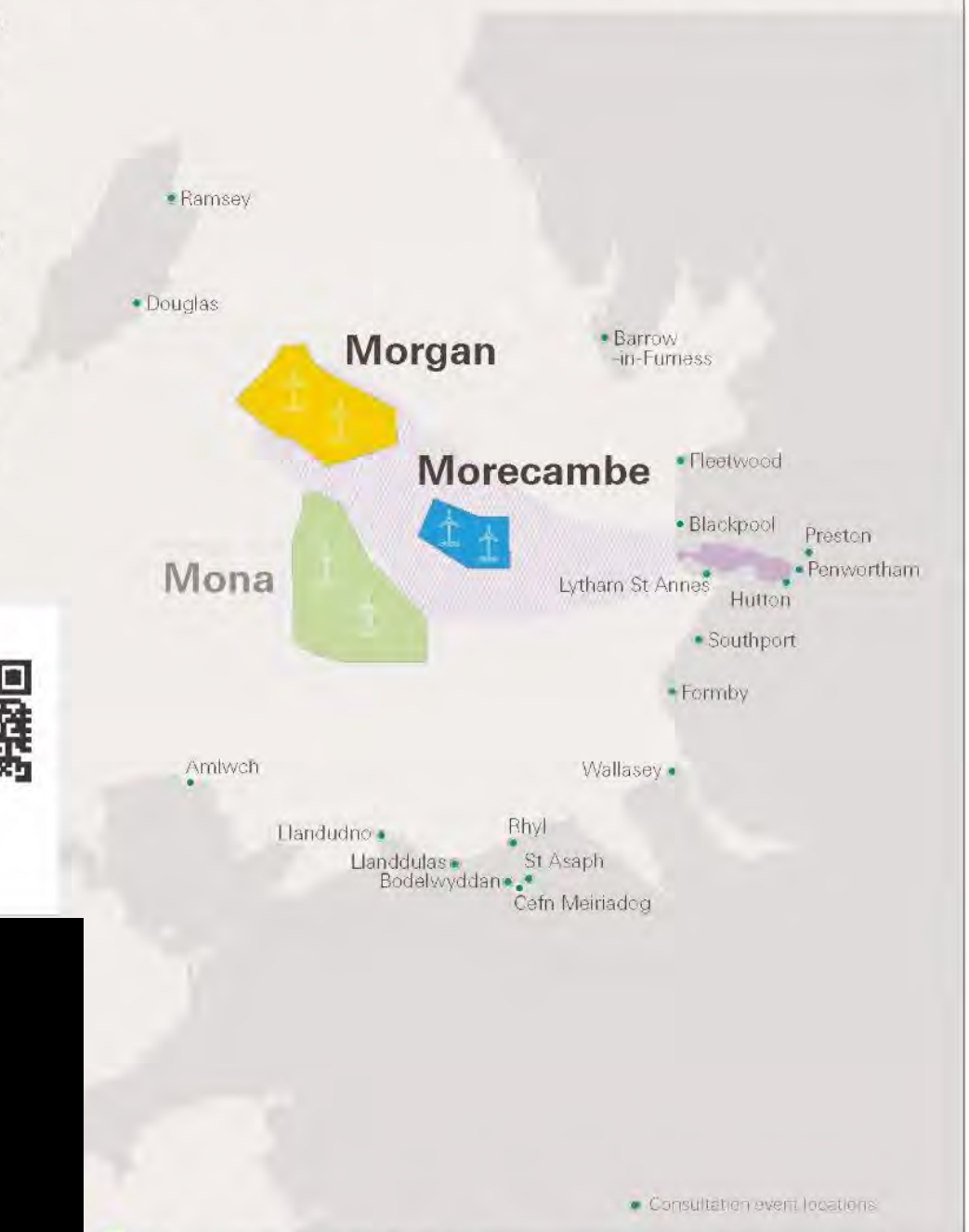
Morgan and Morecambe Offshore Wind Farms: Transmission Assets

Consultations open: 19 April to 4 June 2023

We're holding three separate consultations and we want to hear your views. Statutory consultations are now open for **Morecambe Offshore Windfarm Generation Assets** and **Morgan Offshore Wind Project Generation Assets**. These projects are two new offshore wind farms being developed in the Irish Sea.

A non-statutory consultation is also open for **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**. This focuses on the infrastructure which connects both wind farms (generation assets) to the existing electricity network.

Please provide feedback and have your say on each of the three separate consultations by 4 June 2023.



Come and see us:
All information regarding the consultations can be found on the project websites (see below). Alternatively, visit one of our joint public events, which are highlighted on the map. These are a great way to find out more about each project and ask any questions you may have. Scan the QR code or visit the website for more details.

[redacted]

Mona Offshore Wind Project is another offshore wind farm being developed by bp and EnBW in the Irish Sea. For more information on this project and its statutory consultation, please visit **www.morganandmona.com**

D.21.2.8 Isle of Man Courier (14 and 21 April 2023)

Notices

TRUSTEE ACT 1961

NOTICE IS HEREBY GIVEN, pursuant to Section 26 of the Trustee Act 1961, that all persons having claims against the Estate of the deceased person whose name, address and description are set out below are hereby required to send particulars in writing of their claim to the person or persons mentioned in relation to the deceased person concerned before the date specified, after which date the Estate of that person will be distributed by the personal representatives among the person(s) entitled thereto, having regard only to the claims of which particulars have been so given.

Ciarán Martin James FARRELL late of 7 Riverscourt, Glen Road, Laxey, Isle of Man, IM4 7AG

PARTICULARS TO: DQ Advocates, The Chambers, 5 Mount Pleasant, Douglas, Isle of Man, IM1 2PU before 14 July 2023.

TRUSTEE ACT 1961

NOTICE IS HEREBY GIVEN pursuant to Section 26 of the Trustee Act 1961 that all persons having claims against the Estate of the deceased person whose name address and description is set out below are hereby required to send particulars in writing of their claim to the persons mentioned in relation to the deceased person concerned before the date specified after which date the Estate of that person will be distributed by the Personal Representative among the persons entitled thereto having regard only to the claims of which particulars have been so given

HARDMAN – Sheila late of Clannagh House, Clannagh Road, Santon, Isle of Man who died on 21st March 2022

HOGG – Alma Joan (aka Joan Chorlton) late of 110 Saddle Mews, Douglas, Isle of Man who died on 31st January 2023

SCOTT – Sheila Marie late of 12 Crosby Terrace, Douglas, Isle of Man who died on 21st February 2023

Particulars to Kelly Luft Stanley & Ashton Advocates of 2 Sydney Mount, Douglas, Isle of Man IM1 1QD by 14th June 2023"

IN THE MATTER OF SWISS COTTAGE (38) PROPERTIES LIMITED (IN LIQUIDATION) (IN CREDITORS VOLUNTARY LIQUIDATION) - 000769V AND SWISS COTTAGE (40) PROPERTIES LIMITED (IN LIQUIDATION) (IN CREDITORS VOLUNTARY LIQUIDATION) - 000770V AND IN THE MATTER OF THE ISLE OF MAN COMPANIES ACT 2006 MEETINGS OF CONTRIBUTORIES AND CREDITORS

NOTICE IS HEREBY GIVEN, pursuant of section 233 of the Companies Act 1931 as applied by Section 182 of the Companies Act 2006, that a General Meeting of the Shareholders, followed by a Meeting of the Creditors of the above-named Companies will be held at 6th Floor, Victory House, Prospect Hill, Douglas, IM1 1EQ, Isle of Man on 16 May 2023 at 10:00 and 10:15; and 10:30 and 10:45 respectively, for the purpose of having an account laid before them and to receive the Liquidator's report and accounts showing how the winding up of the Company has been conducted and its property disposed of and of hearing any explanation that may be given by the Liquidator; and also determining the manner in which the books, accounts, papers, and documents of the Company and of the Liquidator thereof shall be disposed of and that the liquidation should be concluded and the Liquidator released. Proxies to be used at the Meeting must be lodged with Gordon Wilson & Co. Ltd, 6th Floor, Victory House, Prospect Hill, Douglas, IM1 1EQ, Isle of Man, no later than 16:00 on 15 May 2023.

Gordon Wilson
Liquidator
06 April 2023

THE COMPANIES ACTS, 1931 – 2004, PAUL RICHARDS & ASSOCIATES LIMITED (IN MEMBERS' VOLUNTARY LIQUIDATION)

NOTICE IS HEREBY GIVEN that, at an Extraordinary General Meeting of the above company held at Highfield, Bibaloe Beg, Onchan, Isle of Man, IM4 5AD on 4th April 2023 the following special resolution was passed: "THAT Paul Richards & Associates Limited be wound-up voluntarily as a Members' Voluntary Winding Up and that Nicholas O'Dwyer of Grant Thornton Ireland, City Quay, Dublin 2, Ireland be and is hereby appointed Liquidator of the Company for the purpose of winding-up" NOTICE IS ALSO GIVEN that the creditors of the above company are required on or before 25th April 2023 to send their names and addresses (and of their advocates, if any) to the undersigned Nicholas O'Dwyer, Liquidator, at Grant Thornton Limited, Third Floor, Exchange House, 54/62 Athol Street, Douglas, Isle of Man, IM1 1JD, and if so required by Notice in writing by the said Liquidator, are by their advocates or personally to come in and prove their said debts and claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution before such debts are proved.

NICHOLAS O'DWYER 6th April 2023

NOTE: This notice is purely formal. A Declaration of Solvency has been filed. All known Creditors have been or will be paid in full.

THE COMPANIES ACTS, 1931 – 2006, PENDLY INVESTMENTS LIMITED (IN MEMBERS' VOLUNTARY LIQUIDATION)

NOTICE IS HEREBY GIVEN that, at a General Meeting of the above company held at Elizabeth House, Les Ruettes Brayes, St Peter Port, Guernsey, GY1 1EW on 3 April 2023 the following special resolution was passed: "THAT Pendly Investments Limited be wound-up voluntarily as a Members' Voluntary Winding Up and that Benjamin Rhodes of Grant Thornton, St James Place, St Peter Port, Guernsey and Nicholas O'Dwyer of Grant Thornton, City Quay, Dublin 2, Ireland be appointed Joint Liquidators for the purposes of such winding-up". NOTICE IS ALSO GIVEN that the creditors of the above company are required on or before 25th April 2023 to send their names and addresses (and of their advocates, if any) to the undersigned Benjamin Rhodes and Nicholas O'Dwyer, Liquidators of the said company and if so required by Notice in writing by the said Liquidators, are by their advocates or personally to come in and prove their said debts and claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution before such debts are proved.

Messrs Rhodes & O'Dwyer
10th April 2023

NOTE: This notice is purely formal. A Declaration of Solvency has been filed. All known Creditors have been or will be paid in full.

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for develo ment consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:
- construction, operation and maintenance and decommissioning of the Project;
- the compulsory acquisition of land including rights in or over land required for the purposes of the Project, and land required to facilitate or is incidental to the Project;
- the application and/or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application. Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation

Documents), are available to download and view free of charge from the Project website: **www.morecambeandmorgan.com/morgan**. They will be available to download at the start of the statutory consultation on **19 April 2023.** Details of consultation events will also be available on this website from this date.
If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on **0800 915 2493 (option one)** or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only.
Electronic copies will be provided free of charge.
Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from **19 April 2023**. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until **4 June 2023.**

Reference location **Henry Bloom Noble Library** **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	**Opening times*** **Monday – Wednesday: 8:30am-5pm** **Thursday: 10am-7pm** **Friday: 8:30am-5pm** **Saturday: 9am-4pm** **Sunday: CLOSED**
Ramsey Town Library **Town Hall** **Parliament Square** **Ramsey** **Isle of Man** **IM8 1RT**	**Monday – Thursday: 9am-4:30pm** **Friday: 9am-4pm** **Saturday: 9am-4:30pm** **Sunday: CLOSED**
Abbots Vale Community Centre **Abbots Vale** **Barrow-in-Furness** **Cumbria** **LA13 9PA**	**Monday-Friday: 9am-8pm** **Weekends: CLOSED**
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	**Monday-Thursday: 9:30am-6pm** **Friday: 9:30am-5pm** **Saturday: 10am-4pm** **Sunday: CLOSED**
Southport Library **Lord Street** **Southport** **PR8 1DJ**	**Monday-Friday: 10am-5pm** **Saturday: 10am-2pm** **Sunday: CLOSED**
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 2RL**	**Monday-Thursday: 10am-3pm** **Friday: 10am-Midday** **Weekends: CLOSED**
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	**Monday-Friday: 9am-4pm** **Weekends: CLOSED**
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	**Monday - Wednesday: 9am-5pm** **Thursday: 10am-5pm** **Friday: 9am-5pm** **Weekends: CLOSED**

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.
A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.
There are several ways to submit feedback:
- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN

(please be advised it is not possible to send registered post to a freepost address)
Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.
Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023. Morgan Offshore Wind Project**

Notices

Telephone 670000
notices@iomtoday.co.im

IN THE MATTER OF REDCHURCH LIMITED (IN MEMBERS VOLUNTARY LIQUIDATION) AND IN THE MATTER OF THE COMPANIES ACT 2006

NOTICE IS HEREBY GIVEN pursuant to Section 224 of the Companies Act 1931 as applied by section 182 of the Companies Act 2006 that a Meeting of the Members of the above Company will be held at Elm Tree House, Elm Tree Road, Onchan, Isle of Man at 11.00am on 30 May 2023 for the purpose of having an account laid before them and to receive the Liquidator's report showing how the winding-up of the Company has been conducted and its property disposed of and of hearing any explanations that may be given by the Liquidator and also of determining the manner in which the books, papers and documents of the Company and of the liquidator thereof shall be disposed of. Any Member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a Member.

Dated: 19 April 2023

David Michael Johnson
Liquidator

ISLE OF MAN COMPANIES ACT 2006 IN THE MATTER OF PINE CLOSE LIMITED (MEMBERS VOLUNTARY LIQUIDATION)

NOTICE IS HEREBY GIVEN, pursuant to Sections 224 and 266 (1) (b) of the Isle of Man Companies Act 1931 as applied by Section 182 of the Isle of Man Companies Act 2006, that a General Meeting of the sole member of the above named Company will be held at First Names House, Victoria Road, Douglas, Isle of Man on the 22nd day of May 2023 at 10.00am, or at any adjournment thereof, precisely for the purpose of having an account laid before them and to receive the Liquidator's report showing the manner in which the winding-up of the Company has been conducted and its property disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by resolution the manner in which the books, accounts, papers and documents of the Company and of the Liquidator, shall be disposed of. Any member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a member.

Dated this 19th day of April 2023

Casey Roberts Liquidator

ISLE OF MAN COMPANIES ACT 2006 NOTICE OF APPOINTMENT OF LIQUIDATOR AND NOTICE TO CREDITORS PINE CLOSE LIMITED

At a General Meeting of the said company held at First Names House, Victoria Road, Douglas, Isle of Man on 18th April 2023 the following Resolution was duly passed :- "THAT the company be wound up voluntarily, that the powers of the directors cease and THAT Casey Roberts of First Names House, Victoria Road, Douglas, Isle of Man, IM2 4DF be and is hereby appointed Liquidator for the purpose of such winding up." In pursuance of the above Notice is hereby given that the Creditors of the above named company which is being voluntarily wound up are required, on or before 22nd May 2023 to send their names and addresses with particulars of their debts or claims, to the aforementioned Liquidator of the said company, and if so required by notice in writing by the said Liquidator, either personally or by their Solicitors, to come in and prove their debts or claims at such time and place as shall be specified in such notice, and in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Date: 18th April 2023

Oliver George Webster
Chair of the Meeting

IN THE MATTER OF COMPANIES ACTS 1931 - 2004 CRI OPERATIONS LIMITED COMPANY NO: 084606C ("THE COMPANY") MEMBERS' VOLUNTARY LIQUIDATION

NOTICE IS HEREBY GIVEN pursuant to Section 224 of the Companies Act 1931 that a General Meeting of the Members of the Company will be held at 19-21 Circular Road, Douglas, Isle of Man, IM1 1AF on 30th May 2023 at 11am for the purpose of having an account laid before them and to receive the Liquidators report showing how the winding up of the Company has been conducted and its property disposed of and the hearing of any explanations that may be given by the Liquidator and also determining the manner in which the books and papers of the Company be disposed of. Any member entitled to attend and vote at the above mentioned meeting may appoint a proxy to attend and vote instead of him and such proxy need not also be a member.

A R Brokenshire
Liquidator

Dated this 18th day of April 2023

SECTION 220 THE COMPANIES ACTS 1931-2006 CHARLEMAGNE BRIC PLUS PROPERTY COMPANY PLC EXTRAORDINARY GENERAL MEETING

NOTICE IS HEREBY GIVEN, pursuant to Section 220 of the Isle of Man Companies Act 1931, as applied by Section 182 of the Companies Act 2006, that an Extraordinary General Meeting of shareholders of the above named company will be held the offices of Fiera Capital (IOM) Ltd at St Mary's Court, 20 Hill Street, Douglas, IoM IM1 1EU on 15 May 2023 at 10a.m. for the purpose of having a full statement of the position of the Company's affairs laid before them and for the purpose, if thought fit, resolving that the company be wound up by Members Voluntary Liquidation and if thought fit, resolving that Mark Russell Kelly and Kristan James King as Joint Liquidators for the purpose of winding up the affairs and distribution the assets of the company, and may fix the remuneration to be paid to them. Proxies to be used at the meeting must be lodged with Fiera Capital (IOM) Ltd at St Mary's Court, 20 Hill Street, Douglas, IoM IM1 1EU no later than 48 hours before the time of the meeting.

Dated 17 April 2023

Alexander Anderson Whamond, Director

Licensing Court Rules 1996 PUBLIC NOTICE OF APPLICATION FOR OCCASIONAL LICENCE Music and Dancing Act 1961 and 1976 IN THE LICENSING COURT

Notice is hereby given that on the 24th day of April 2023 at 10.00 an application will be made to the Licensing Court sitting at Deemster's Walk, Bucks Road Douglas by Event Management Solutions Ltd, Thie Magher, Homefield Park, Ballasalla, IM9 2EL for the grant of an occasional license for music & dancing at:

Peel TT Festival 2023 – The Parade for the purpose of Peel TT Sunday. i. Monday 5th June 2023 between 11.00 and 18:00 for the occasion of the Peel TT Day / Mad Monday. Any person wishing to make an objection to this application may appear and be heard in person or by an Advocate, on hearing of the application provided that, not less than 7 days before the date of the Hearing, he/she has lodged with the Office of the High Bailiff, Deemster's Walk Bucks Road Douglas a statement in writing on the grounds of his/her objection and served a copy on the applicant at the address below

Dated this 19/04/2023 Event Management Solutions Limited C4 Colas Drive Balthane Industrial Estate Ballasalla Isle of Man IM9 2AQ

COMPANY NO: 013181V ISLE OF MAN THE COMPANIES ACT 2006 ALDGATE INVESTMENTS LIMITED (IN MEMBERS' VOLUNTARY LIQUIDATION) NOTICE OF GENERAL MEETING

NOTICE IS HEREBY GIVEN pursuant to Section 182 of the Isle of Man Companies Act 2006, that a general meeting of the members of the above-named Company will be held at Commerce House, 1 Bowring Road, Ramsey, Isle of Man, IM8 2LQ on the 17th day of May, 2023 at 11am. for the purpose of having an account laid before them and to receive the Liquidator's report showing how the winding up of the Company has been conducted and its property disposed of and of hearing any explanation that may be given by the liquidator and of resolving by extraordinary resolution that manner in which the books accounts papers and documents of the Company and of the Liquidator thereof shall be disposed of.

DATED THIS 19th DAY OF APRIL 2023

George Stephen Hull
Liquidator

SECTION 47, PLANNING ACT 2008: NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant"), of Chertsey Road, Sunbury on Thames, Middlesex, a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG, intends to apply to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 for a development consent order (the "Application") to develop the Morgan Offshore Wind Project Generation Assets (the "Project"). The Applicant was awarded the development rights by the Crown Estate as part of the Round 4 offshore wind leasing process.

The Project

The Project is a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platforms. The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man.

Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via inter-array and interconnector cables and will be fixed to the seabed with foundation structures.

The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which will be consented through a separate DCO (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets which is being promoted by Morecambe Offshore Windfarm Limited).

As defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 Regulations), the Project is consulting on its Environmental Impact Assessment (EIA) development. The relevant documents will be provided to support both the statutory consultation and application in accordance with the relevant regulations.

Statement of Community Consultation

Before making the Application, the Applicant has a duty under section 47 of the Planning Act 2008 to produce a Statement of Community Consultation (SoCC).

The SoCC sets out how the Applicant will consult the local community about its proposals and how the public can take part. The Applicant also must make the SoCC available for inspection by the public and publish this notice stating where and when the SoCC can be inspected, in accordance with section 47(6).

Following the publication of this notice and the SoCC, the Applicant will undertake a statutory consultation and invite comments on the proposed application from **19 April 2023 to 4 June 2023.**

Full details of the consultation can be found in the SoCC. Copies of the consultation documents and further details about the Project will be available free of charge on the Applicant's website: **www.morecambeandmorgan.com/morgan** from **19 April 2023 to 4 June 2023.** Alternatively, they may be obtained by calling the project team on **0800 915 2493 (option 1)** or by emailing **info@morganoffshorewind.com** where you can request an electronic or paper copy. A reasonable charge will apply for paper copies.

The consultation process

The consultation will run from **19 April to 4 June 2023**. Responses must be received by 23:59 on the closing date. Feedback can be submitted in several ways: via feedback form (available on the project website, **www.morecambeandmorgan.com/morgan,** or at community events); interactive map (available on the project website); email **(info@morganoffshorewind.com);** or in writing **(FREEPOST MORGAN).**

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders who may potentially be affected by the Project can help to inform and develop the proposals. The Applicant welcomes feedback on the Project and any other relevant issues that those with an interest view as important and therefore should be considered.

Community Access Points (CAPs)

Printed copies of the SoCC will be available from 19 April to 4 June 2023 in the following locations:

Reference location	Opening times*
Henry Bloom Noble Library **8 Duke Street** **Douglas** **Isle of Man** **IM1 2AY**	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library **Parliament Square** **Ramsey** **Isle of Man** **IM8 1RT**	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre **Barrow-in-Furness** **Cumbria** **LA13 9PA**	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library **Ramsden Square** **Barrow in Furness** **LA14 1LL**	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library **Lord Street** **Southport** **PR8 1DJ**	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre **Kingsfold Drive** **Penwortham** **Preston** **PR1 9EQ**	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre **Egremont Mission** **Guildford St** **Wallasey** **CH44 0BP**	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council **Town Hall** **Lancaster Road** **Preston** **PR1 2RL**	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

*Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct directly with the venues if you are planning a visit.

MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS (THE "PROJECT")
PLANNING ACT 2008 – SECTION 48 'DUTY TO PUBLICISE'
INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 4
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – REGULATION 13

NOTICE OF PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO") FOR THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS

The Application

Notice is hereby given that Morgan Offshore Wind Limited (the "Applicant") of Chertsey Road, Sunbury on Thames, Middlesex, is proposing to submit an application to the Secretary of State for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for development consent (the "Application") for the Project. The Applicant is a joint venture between bp Alternative Energy Investments Ltd and Energie Baden-Württemberg AG.

The DCO application will cover:
- construction, operation and maintenance and decommissioning of the Project;
- the application and/or disapplication of legislation relevant to the Project; and
- further provisions, permissions or consents as are necessary and/or convenient including a deemed marine licence.

The Project

The Project consists of a proposed offshore wind farm located in the east Irish Sea. The wind farm is expected to comprise up to 107 wind turbine generators and cabling to connect the wind turbine generators to each other and to the offshore substation platform(s). The Project is expected to have an installed capacity of approximately 1.5GW and will be located approximately 36km from the north west coast of England and approximately 22km from the Isle of Man. The wind farm will form a key contribution to the UK's target of generating 50GW of power from offshore wind by 2030.
Wind turbine generators and offshore substation platforms will be located within the offshore wind farm site. The wind turbine generators and offshore substation platforms will be connected to each other via interarray and interconnector cables and will be fixed to the seabed with foundation structures.
The electricity generated by the wind turbine generators will be transported to the national grid via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets project which is being developed as a separate DCO application (together with transmission infrastructure for the Morecambe Offshore Wind Project Generation Assets, which is being promoted by Morecambe Offshore Windfarm Limited).

Environmental Impact Assessment

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.
Information compiled about the Project so far is contained in a Preliminary Environmental Information Report (PEIR). A Non-Technical Summary (NTS) of the PEIR is also available.

Consultation Documents

The PEIR, NTS and other documents relating to the Project, including a draft Development Consent Order (dDCO) plans and maps showing the nature and location of the Project (Consultation Confidential Documents), will be available to download and view free of charge from the Project website at the start of the statutory consultation on 19 April 2023: www.morecambeandmorgan.com/morgan. Details of consultation events will also be available on this website from this date.
If you are unable to access the Project website, the consultation documents can be obtained by calling the project team on 0800 915 2493 (option one) or by emailing info@morganoffshorewind.com. A reasonable copying charge will apply for paper copies only.
Electronic copies will be provided free of charge.
Additionally, copies of the Statutory Consultation Brochure, Statutory Consultation Feedback Form, Statement of Community Consultation (SoCC) and PEIR NTS can be viewed at various reference locations in the Project area from 19 April 2023. The reference locations are listed below. They can also be found on the Applicant's website and the documents will be available for inspection both online and at these locations until 4 June 2023.

Reference location	Opening times*
Henry Bloom Noble Library 8 Duke Street Douglas Isle of Man IM1 2AY	Monday – Wednesday: 8:30am-5pm Thursday: 10am-7pm Friday: 8:30am-5pm Saturday: 9am-4pm Sunday: CLOSED
Ramsey Town Library Parliament Square Ramsey Isle of Man IM8 1RT	Monday – Thursday: 9am-4:30pm Friday: 9am-4pm Saturday: 9am-4:30pm Sunday: CLOSED
Abbots Vale Community Centre Barrow-in-Furness Cumbria LA13 9PA	Monday-Friday: 9am-8pm Weekends: CLOSED
Barrow-in-Furness Library Ramsden Square Barrow in Furness LA14 1LL	Monday-Thursday: 9:30am-6pm Friday: 9:30am-5pm Saturday: 10am-4pm Sunday: CLOSED
Southport Library Lord Street Southport PR8 1DJ	Monday-Friday: 10am-5pm Saturday: 10am-2pm Sunday: CLOSED
Penwortham Town Council and Community Centre Kingsfold Drive Penwortham Preston PR1 9EQ	Monday-Thursday: 10am-3pm Friday: 10am-Midday Weekends: CLOSED
Egremont Community Centre Egremont Mission Guildford St Wallasey CH44 0BP	Monday-Friday: 9am-4pm Weekends: CLOSED
Preston City Council Town Hall Lancaster Road Preston PR1 2RL	Monday - Wednesday: 9am-5pm Thursday: 10am-5pm Friday: 9am-5pm Weekends: CLOSED

* Opening times for these venues are correct at the time of publication. Please confirm that times listed are still correct if you are planning a visit.

Responding to this notice

If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent.
A feedback form will be available on the project website and copies will be available at consultation events, reference locations, or can be provided on request from the community relations team, via the Project contacts below.
There are several ways to submit feedback:
- **Completed hard copy feedback forms** to a Project representative
- **An interactive map** will be available on the Project website: www.morecambeandmorgan.com/morgan
- **By email** to info@morganoffshorewind.com
- **In writing to** FREEPOST MORGAN

(please be advised it is not possible to send registered post to a freepost address)
Any comments received will be reviewed by the Applicant and any appointed agent of the Applicant. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate, and other relevant statutory authorities so that your comments can be noted. Responses and other representations may be copied and may be made public.
Please note that all comments and representations must be received by the Applicant **by 23:59 on 4 June 2023. Morgan Offshore Wind Project**

Email notices@iomtoday.co.im

D.21.3 Media Articles

D.21.3.1 BBC News (20 April 2023)

Views sought on wind farm projects in Irish sea

The Morgan project could sit 13miles (22km) from the Isle of Man

At a glance

- Four consultations on three wind farm projects have been launched
- More than 200 wind turbines could be installed in the Irish Sea
- Developers said the Morgan, Mona and Morecambe projects could power up to three million homes
- Views can be submitted until 4 June

Ashlea Tracey
BBC Isle of Man

20 April 2023

People are being asked to share their views on proposals for three wind farm developments in the Irish Sea.

Plans could see more than 200 wind turbines installed between the Isle of Man and England and Wales.

The energy companies behind the projects, which are named Morgan, Mona and Morecambe, said the projects could power the equivalent of over three million homes.

But concerns have previously been raised that the developments could **disrupt rough weather ferry routes**.

In November, Isle of Man Steam Packet Company boss Brian Thomson described the plans as a **"potential threat"** to key sea routes.

The Morgan and Mona proposals have been developed by BP and German energy firm EnBW, while Spanish company Cobra and Scottish wind power developer Flotation Energy are behind the Morecambe wind farm plans.

Energy firms have plans for three wind farm projects in the Irish Sea

Three statutory consultations are seeking comments on the impact of equipment to generate and transport electricity for the Mona project, which would connect to the national grid in Wales, and wind turbines for the Morgan and Morecambe farms.

Another non-statutory consultation asks for feedback on undersea cables connecting Morecambe and Morgan to the grid via Penwortham in Lancashire.

Questions asked seek opinions on a range of factors such as the visual impact of turbines and how marine life might be affected.

Richard Haydock from BP said the surveys were "the next step" for the projects and the supply of "home-grown renewable energy".

Development permissions are expected to be submitted by the companies for each project in 2024.

Top Stories

LIVE Israel must prevent genocidal acts in Gaza, top UN court says

Klopp to leave as Liverpool boss at end of season
Sport • 21 minutes ago

More than 60 calls for help before boy's murder
4 minutes ago

In May, events will be hosted in north west England, the Isle of Man and Wales for people to learn more about the proposals, meanwhile the consultations are available **online until 4 June**.

*Why not follow BBC Isle of Man on **Facebook** and **Twitter**? You can also send story ideas to IsleofMan@bbc.co.uk*

Related Topics

Wind farms **Renewable energy**

More on this story

Wind farms 'a risk in busy Irish Sea' - ferry boss

12 November 2022

Manx ferry firm concerned about wind farm plans

7 November 2022

Related Internet Links

Morecambe, Morgan and Mona Consultation

Isle of Man Steam Packet Company

From other local news sites

FSA revokes company's operating licence

Manx Radio

Braddan Commissioners 'encouraged' by number of bookings at 'The Roundhouse'

Manx Radio

Less complaints over gas disconnections

Isle of Man Newspapers

Hospice predicts it'll need almost £8m to run by 2026

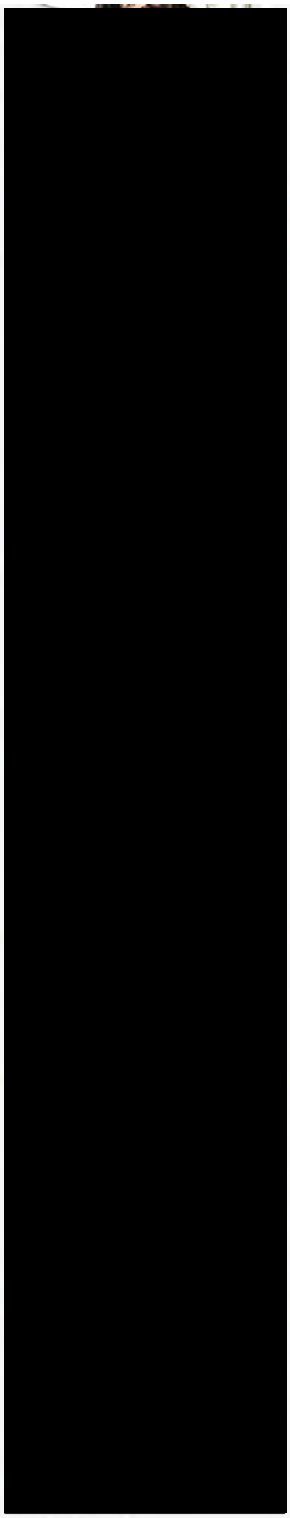
3FM Isle of Man

Isle of Man fisherman sent 'I'll kick you in the stomach' text to pregnant ex-girlfriend

Isle of Man Newspapers

Artists needed to design new promenade sea wall

3FM Isle of Man



Most Read

1 More than 60 calls for help before boy's murder

2 JK Rowling and Ed Sheeran in top tax payers list

3 Twins separated and sold at birth reunited by TikTok

4 Klopp to leave as Liverpool boss at end of season

Sport

5 Dancer with allergy eats mislabelled cookie and dies

6 King Charles in hospital for prostate treatment

7 Post Office accused of secret documents cover-up

8 Alabama carries out first nitrogen gas execution

9 Jennifer Lopez takes Bob the Builder to big screen

10 UK-Canada trade talks halted in beef and cheese row

D.21.3.2 Isle of Man Today (14 April 2023)

NEWS

Second consultation on wind farms to be held

By Rebecca Brahde | IoM Today reporter |
Friday 14th April 2023 1:57 pm
rebecca.brahde@iomtoday.co.im

Isle of Man Steam Packet Company vessel Ben My Chree with offshore wind turbines in the background

The second round of consultations for two of the three proposed wind farm projects in the Irish Sea will start next week.

The proposed projects will be located 20km to 30km to the south east of the island, and is expected to have a massive impact on the ferry links between the Isle of Man and England.

The ferries use different routes depending on the weather conditions, with the potential offshore wind farms affecting the available route in poor weather.

Two statutory consultations for Morgan and Morecambe wind farms will run from Wednesday, April 19, to Sunday, June 4.

ALSO IN THE NEWS


Steam Packet issues 30-day warning to staff who refuse company's 'live-on-board' terms


Police say sorry over controversial Facebook post about 'daft' Storm Agnes 999 call


Meet the rare and adorable baby gibbon born on the Isle of Man


Woman's two trains, Airbnb and £240 bill as island flights cancelled

A third non-statutory consultation will also open for Morgan and Morecambe offshore wind farms, which focuses on the infrastructure to the existing electricity network.

The two consultations for the third proposed wind farm, Mona, have now closed.

Island households have started to receive leaflets with details of how to take part in the consultations.

The projects are expected to generate enough clean electricity to power about 3.4 million UK households. A spokesperson for the Morgan and Morecambe wind farm projects said: ' The first phase of consultation which took place in November and December 2022 was the non-statutory consultation for the projects.

'The non-statutory consultation is not a legal requirement. However, it allows us to engage with communities and stakeholders and gain their initial feedback on our plans, which will help the detailed design of the projects to deliver the best possible proposals.

'The second phase of consultation is the statutory consultation. This is a legal requirement as set out in the Planning Act 2008.

'Under the Planning Act, a Development Consent Order is the means of obtaining permission to construct and maintain developments including energy, transport, water and waste projects.

'Before we submit a Development Consent Order application to the Planning Inspectorate, we hold statutory consultations where we provide detailed information about the projects and seek further feedback from communities and stakeholders.'

This week the Speaker of the House Juan Watterson said: 'I think there is a lot of support for offshore wind in the Isle of Man, and in the UK, but it does have to go through a planning process, and it is important that Manx voices are heard particularly when it comes to preserving our lifeline for passengers and freight to the UK.'

He added: 'I think really its incumbent on government to make sure that it is engaging with people in the UK in this planning process, and with others, to make sure that we do have this lifeline.

The first consultation took place at the end of 2022, and at the time the managing director of the Steam Packet, amongst others, voiced concerns on the proposals.

Steam Packet managing director Brian Thomson said: 'The safety of navigation for ships when sailing through the wind farm corridors is a key concern.

'The lack of open sea room for navigating in rough weather is likely to increase the risk of cancellations on the island's lifeline routes.'

The Steam Packet has forecasted that the projects could cause 50 more ferry cancellations a year.

A spokesperson for the Morgan and Mona offshore wind projects previously said: 'We understand the vital importance of the ferry routes serving the Isle of Man, and we're committed to developing designs for our Morgan and Mona wind farms that minimise impacts on those links.'

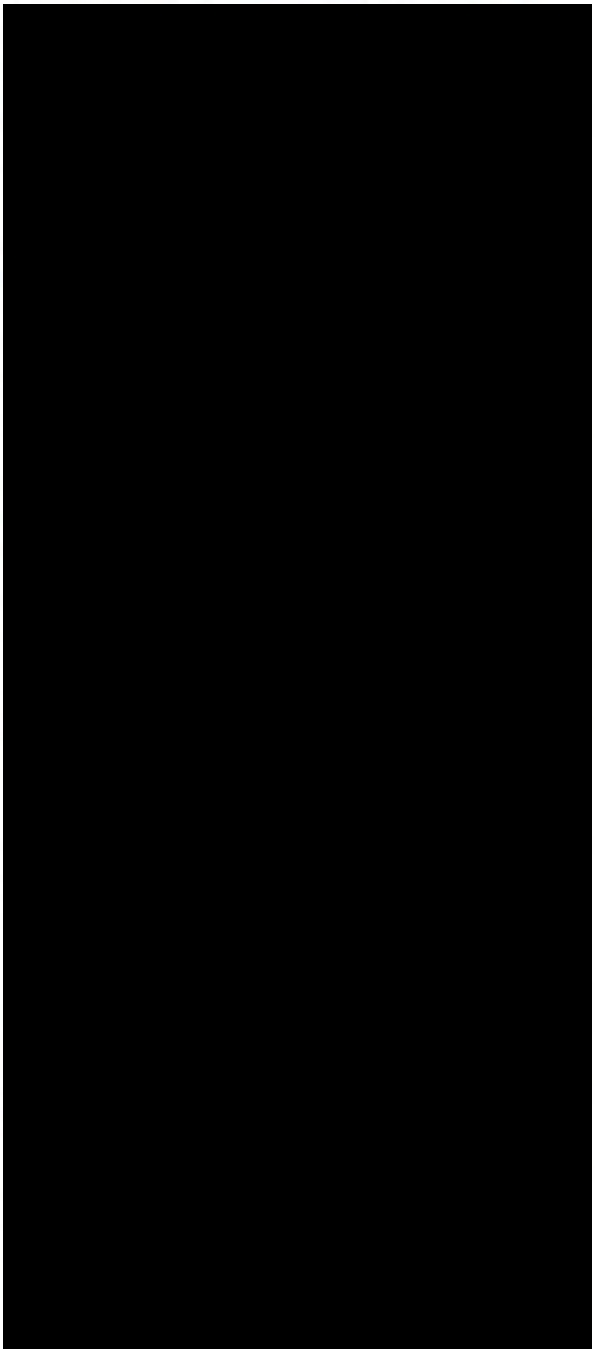
Comments

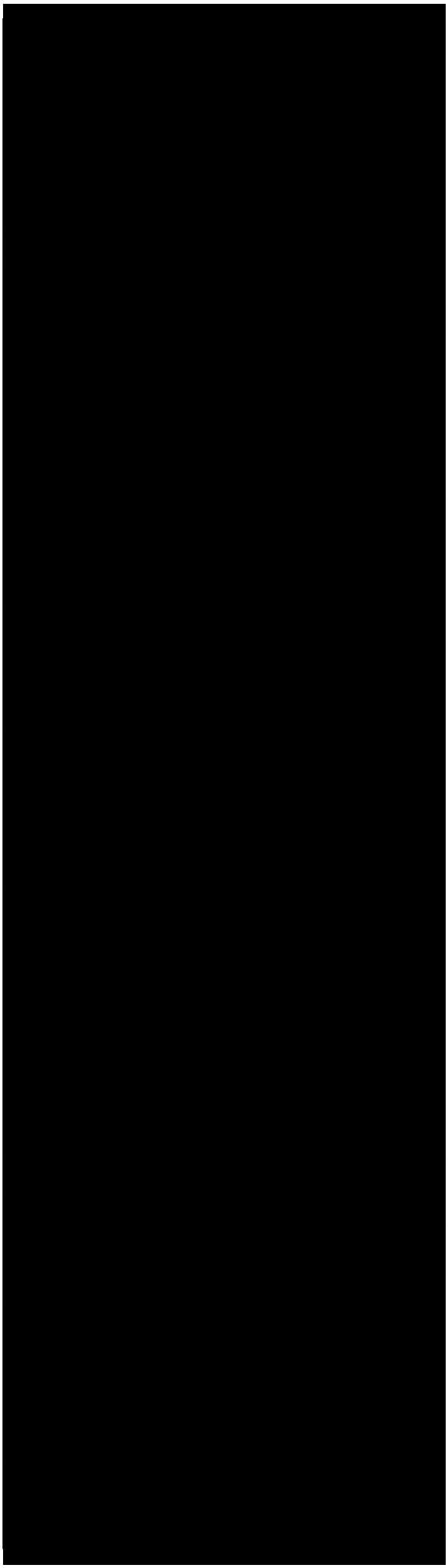
To leave a comment you need to create an account. LOGIN | SIGNUP

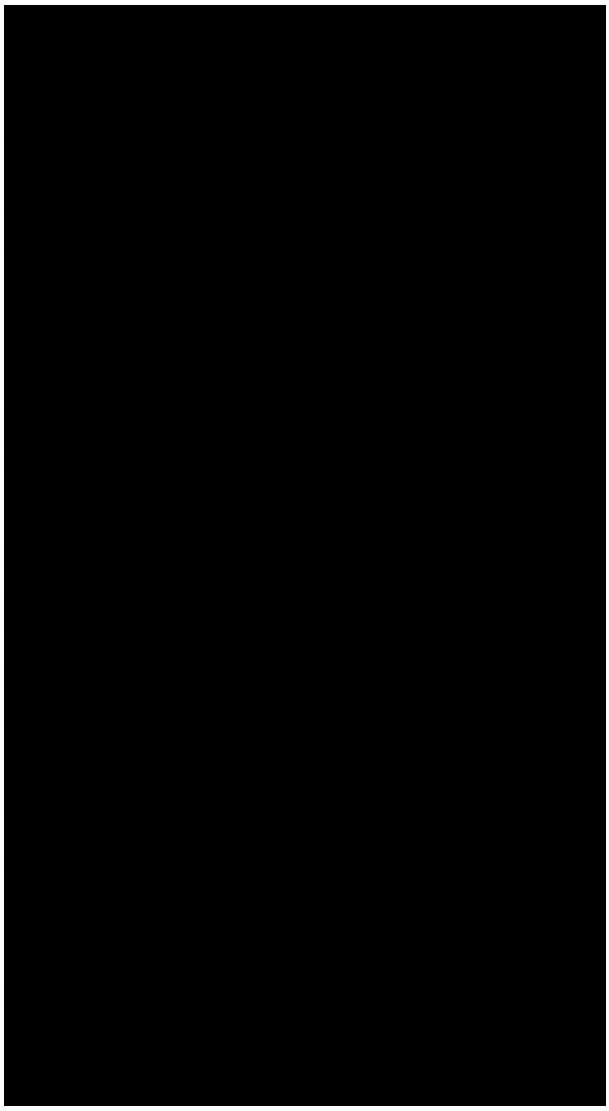
ALL COMMENTS 0

More Stories

Recommended by outbrain







D.22. Regulation 8 letter (26 May 2022)

Partners in UK offshore wind

Morgan Offshore Wind Limited
Chertsey Road, Sunbury On Thames
Middlesex, TW16 7BP
United Kingdom

Company number: 13497271

The Planning Inspectorate
National Infrastructure Directorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Name
Department The Planning Inspectorate
Phone -
E-Mail

2022-05-26

Morgan Offshore Wind Project generation assets: proposed offshore wind farm of up to 1.5 gigawatt capacity with wind turbines located within the Irish Sea.

Planning Act 2008
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8(1)b

Dear ,

Morgan Offshore Wind Limited intends to submit an application to the Secretary of State for a Development Consent Order (DCO) for the above development. This communication is the notice prescribed under the above mentioned Regulations informing you that the application for the project will be subject to the Environmental Impact Assessment (EIA) process and a Scoping request will follow in due course.

The project is expected to comprise of an offshore wind farm array (including wind turbine generators, offshore substations and cables).

Please find enclosed the relevant shape file to enable you to understand the location of the project.

Should you have any queries, please do not hesitate to contact me using the above details. Please acknowledge receipt of this notice as a confirmation of compliance.

Yours sincerely,

Project Director

D.23. Transboundary Consultation

D.23.1 Regulation 32 Notice (10 October 2022)

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	Proposed Morgan Offshore Wind Project
Address/Location:	Development of an offshore wind farm with an approximate capacity of 1500MW in the Irish Sea approximately 22.3km from the Isle of Man and 36.3km from the northwest coast of England, awarded as part of the Round 4 Offshore Wind Licensing Arrangements
Planning Inspectorate Ref:	EN010136
Date(s) screening undertaken:	First screening – 10 October 2022 following the Applicant's request for a scoping opinion

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Morgan Offshore Wind Project Environmental Impact Assessment Scoping Report ('the Scoping Report') June 2022
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	The Proposed Development is for a 1.5GW offshore wind farm and associated transmission infrastructure extending over 322.2km^2. The key components would be the following: • up to 107 wind turbines; • up to four offshore substation platforms; • up to 500km of inter-array cables; • up to 60km of interconnector cables (between offshore substation platforms); The types of foundations for the offshore structures are yet to be determined but potential options include monopile, pin-pile jacket or suction bucket jacket foundations. Scour protection would be required at the foundations, the form of which is yet to be determined but potential options include rock, concrete mattresses or artificial fronds. The offshore export cables would be installed by methods such as ploughing, trenching or jetting. They would be buried wherever possible and protected with cable protection where burial is not achievable. The onshore components are anticipated to be submitted and assessed in a separate application.

Location of Development (including existing use) and Geographical area	The Proposed Development is located in the east Irish Sea, approximately 22.3km from the Isle of Man and 36.3km from the northwest coast of England. There are a number of offshore wind farms proposed and existing in the local vicinity of the site as depicted in Scoping Report Figure 5.9. Table 1.1 of Annex A of the Scoping Report states that the nearest EEA state is Ireland, located 77km from the site. Existing uses within the area include: • commercial fisheries; • shipping and navigation; and • recreational and other sea uses.
Environmental Importance	The biological environment within and near the Proposed Development site includes: *Benthic subtidal and intertidal ecology (Scoping Report Table 4.4)* • West of Copland Marine Conservation Zone (MCZ) – 7.3km east of the red line boundary; • West of Walney MCZ – 7.6km east of the red line boundary; • Annex I rocky reefs, cobble reefs, *Sabellaria spinulosa* reefs, subtidal sands and gravels and *Modiolus* reef; • Sea pen and burrowing megafauna communities; and • Detail on the benthic subtidal and intertidal ecology is detailed in Section 4.1.4 of the Scoping Report. *Fish and Shellfish* • Scoping Report Table 4.9 provides a summary of designated sites with relevant fish and shellfish receptors and their distance from the red line boundary; • Scoping Report Table 4.10 includes a list of relevant protected fish and shellfish species within the ecological study area; • The fish assemblage within the Morgan ecology study area includes European plaice, dab, solenette, Dover sole, whiting, lesser spotted dogfish and cod; • The two elasmobranch species which have been recorded in the ecology study area are thornback ray and blonde ray; • European seabass have been recorded in Liverpool Bay to the east of the site; • Shellfish present include king and queen scallop, lobster and common whelk; • Basking shark are known to migrate through the Irish Sea; • Table 4.8 lists the species that spawn and have nurseries within the ecological study area for the Morgan site; • Migratory and spawning fish which may be present in the study area include sea trout, European eel, river lamprey, Atlantic salmon, Twaite shad and allis shad. *Marine Mammals* • Scoping Report Table 4.14 lists the designated sites with relevant marine mammals receptors within the Morgan regional marine mammal study area including the following European

	sites: Lambay Island SAC, North Anglesey marine SAC, North Channel SAC, Strangford Lough SAC, Murlough SAC, Pen Llyn a'r Sarnau /Llyn Peninsula and the Sarnau SAC, West Wales Marine SAC, Rockabilll to Dalkey Island SAC, Slaney River Valley SAC and Pembrokeshire Marine SAC; and • Scoping Report Table 4.15 lists the marine mammal species with potential to occur within the marine mammal study area including bottlenose dolphin, harbour porpoise, grey seal, harbour seal, minke whale, short beaked common dolphin and Risso's dolphin. *Offshore Ornithology* • No designated sites are located within the Morgan scoping boundary; • Bird species recorded in the Morgan offshore ornithology study area include (but not limited to): guillemot, razorbill, kittiwake, Manx shearwater and northern gannet. Herring gull, fulmar, 'commic tern' (undetermined common tern or artic tern) and other gull species were recorded regularly but in lower numbers; and • The Scoping Report identifies the potential for connectivity between the offshore area and European sites with ornithological qualifying features. It confirms that the relevant sites will be identified in the Habitats Regulations Assessment (HRA) Screening Report (yet to be produced). *Commercial Fisheries* • The area supports a number of commercial fish and shellfish species. The UK, Republic of Ireland and Belgium undertake commercial fishing activity within the Morgan scoping boundary. *Shipping and Navigation* • Liverpool to Douglas, Liverpool to Belfast, Heysham to Douglas, and Heysham to Warrenpoint ferry routes intersect the Morgan shipping and navigation study area with Heysham to Dublin immediately adjacent; • Oil and gas facilities and their relative distance from the Morgan scoping boundary for shipping and navigation are provided in Scoping Report Table 5.5. *Marine Archaeology* • There are five recorded maritime wreck sites; three of these are post-medieval and there are also two modern wrecks considered 'less significant' attributed to coordinates within the Morgan marine archaeology study area; and • One large aviation wreck is recorded in the Morgan marine archaeology study area. The Scoping Report also provides information on the receiving environment related to:

	• seascape and landscape visual character; • socio-economic matters beyond those relevant to the aspects above; • aviation and radar; • other sea users (e.g. infrastructure and recreation); and • onshore noise and vibration. The potential transboundary effects arising from these matters have been considered during the scoping process. The Inspectorate has taken into account the potential impacts, their extent, magnitude, probability, duration, frequency, reversibility, and the potential for cumulative effects. • Significant transboundary effects are not considered likely for these matters and they are not discussed further in this screening.
Potential impacts and Carrier	The Scoping Report identifies the potential for adverse impacts on designated sites during the construction, operational and decommissioning phases of the Proposed Development. *Benthic subtidal and intertidal ecology* • Colonisation or removal of hard substrates. • Effects arising from changes to marine physical processes. *Fish and Shellfish* • Direct impacts due to underwater noise from piling operations. • Loss of fish and shellfish habitat or disturbance to habitat due to increased suspended sediment concentrations (SSCs) and associated sediment deposition from the installation and decommissioning of foundations and cables. • Loss of or disturbance to fish spawning and nursery habitats in the Irish Sea. *Marine Mammals* • Underwater noise generated from piling, unexploded ordinance (UXO) clearance and vessel activity; • Indirect impacts from changes in prey availability as a result of habitat loss, underwater noise, increased suspended sediment concentrations (SSCs) and associated sediment deposition and other impacts scoped in for fish and shellfish receptors. • The operation and maintenance phase is considered less likely to result in significant effects. *Offshore Ornithology* • Direct mortality through collision with turbines; • Disturbance and displacement during operation; • Barrier to movement between foraging and breeding sites and migration routes; and • Disturbance to prey (fish) species or prey availability due to change in physical processes and habitats as a result of the operational infrastructure.

	Commercial Fisheries • Direct loss of, or restricted access to, fishing grounds and potential displacement of fishing activity into other areas; and • Indirect effects from impacts to commercially important fish and shellfish resources (see above). *Shipping and Navigation* • Deviation to commercial routes; • Increased vessel to vessel collision risk and increased allision risk; • Increased risk of anchor and gear snagging; • Reduction of under keel clearance; • Reduction of emergency response capability; and • Interference with marine navigation, communications and position fixing equipment. *Marine Archaeology* • Sediment disturbance and deposition leading to indirect impacts; • Direct damage to archaeological receptors; and • Alteration of sediment transport regimes.
Extent	*Benthic subtidal and intertidal ecology* The extent of any predicted impacts upon benthic subtidal and intertidal ecological receptors is likely to be limited to the footprint of the Morgan Offshore Wind Project generation assets for temporary and long-term habitat loss and colonisation or removal of hard substrates. Changes in suspended sediment concentrations and associated deposition and changes in physical processes are anticipated to be limited to within one tidal excursion of the Morgan Offshore Wind Project generation assets. It is concluded that there is no pathway for transboundary impacts on this receptor group and they are not considered further in this document. *Fish and Shellfish* Annex II migratory fish species listed as features of European sites in other states and species of commercial fishing importance to EEA states are likely to be affected. *Marine Mammals* Due to the mobile nature of marine mammals and the proximity of the development to the Republic of Ireland, transboundary effects are considered likely. *Offshore Ornithology*

	Due to the wide foraging and migratory ranges of bird species in the Irish sea, and the recorded presence of species listed as qualifying features of designated sites belonging to EEA states, transboundary effects from the Proposed Development are considered likely. *Commercial Fisheries* There is the potential for transboundary impacts upon commercial fisheries due to the highly mobile nature of both commercial fish species and fishing fleets, with impacts anticipated on fleets from Belgium and the Republic of Ireland. *Shipping and Navigation* While the full extent has yet to be determined and will be subject to further assessment, it is considered that ferry routes to/from Ireland could be impacted by the Proposed Development leading to transboundary effects. *Marine Archaeology* The extent of the impacts is anticipated to be restricted to the red line boundary of the Proposed Development. The Scoping Report concludes that there is no pathway for transboundary effects on this receptor group. The Inspectorate has considered the potential impacts and their likely extent and has concluded that significant effects are unlikely. Marine archaeology is therefore not considered further in this document.
Magnitude	The magnitude of impacts have not been evaluated in detail at this stage and will be subject to further assessment. However, the Scoping Report has identified the potential for transboundary impacts on: • Fish and shellfish ecology; • Marine mammals; • Ornithology; • Commercial fisheries; • Shipping and navigation; and • Other marine users. These will be assessed further throughout the EIA and mitigation strategies will be considered which may reduce the magnitude of impact or demonstrate that there are no relevant impact pathways for significant effects on the relevant aspects of the environment in EEA states.
Probability	The probability of potential transboundary effects occurring has not been fully evaluated at this stage. However, the Transboundary Screening Report, HRA Screening Report and the Scoping Report note the high probability of:

	• underwater noise affecting fish and marine mammals during construction; • disturbance, displacement, and collision risk affecting seabirds during operation; and • impacts on commercial fisheries and shipping and navigation during operation due to the presence of infrastructure. The Inspectorate considers that, given the information provided in the Scoping Report, HRA Screening Report and Transboundary Screening Report impacts on fish and shellfish, marine mammals, offshore ornithology, commercial fisheries and shipping and navigation are most likely to result in significant transboundary effects.
Duration	The Proposed Development is likely to result in transboundary effects which will be temporary, both short- and long-term. The Applicant states that the EIA will consider the duration and frequency of transboundary effects in more detail during the EIA process.
Frequency	The frequency of potential transboundary effects has not been fully evaluated at this stage. However, impacts on offshore ornithology during operation and maintenance phase are considered likely to be continuous with variation in relation to seasonal patterns such as migration.
Reversibility	The reversibility of potential transboundary effects has not been fully evaluated at this stage, however, the Scoping Report, Annex A, states that all potential transboundary impacts are reversible since the infrastructure of the Proposed Development will be removed on decommissioning.
Cumulative impacts	Section 4.8 of the Scoping Report explains how cumulative effects will be assessed in the ES; stating the assessment will be in line with the Planning Inspectorate's Advice Note Seventeen and will include other major developments in the area including those which are: • under construction; • permitted application(s), but not yet implemented; • submitted application(s) not yet determined; • projects on the National Infrastructure Planning Portal's Programme of Projects; • projects identified in relevant development plans; and • projects identified in other plans and programmes as may be relevant. These will be identified through consultation with local authorities and other consenting bodies. The cumulative impact assessment has not yet been undertaken so the Applicant has not identified any likely significant transboundary cumulative effects at this stage. On a precautionary basis, the Inspectorate considers that the effects identified in this screening could contribute to cumulative effects, subject to the outcomes of further assessment.

Transboundary screening undertaken by the Inspectorate on behalf of the SoS

Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development is likely to have a significant effect on the environment in an EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.

Action:

Transboundary issues notification under Regulation 32 of the 2017 EIA Regulations is required.

States to be notified:

- Republic of Ireland (marine mammals; shipping and navigation; and commercial fishing);
- Belgium (commercial fishing)

Date: 10 October 2022

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/

D.23.2 Planning Inspectorate Regulation 32 Notice London Gazette (17 October 2022)

THE GAZETTE
OFFICIAL PUBLIC RECORD

Published by Authority | Est 1665

Notice details

Type:
Environment
> Environmental Protection

Publication date:
17 October 2022, 12:04

Edition:
The London Gazette

Notice ID:
4185723

Notice code:
1803

Issue number:
63849

Page number:
19803

Environmental Protection

Morgan Offshore Wind Farm Project

PROPOSED

PLANNING ACT 2008

REGULATION 32 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

NOTIFICATION OF INFORMATION ABOUT DEVELOPMENT LIKELY TO HAVE SIGNIFICANT EFFECTS ON THE ENVIRONMENT IN AN EEA STATE

Morgan Offshore Wind Limited has formally notified the Secretary of State, of its intention to submit an Environmental Statement.

The proposals are for development of an offshore wind farm with an approximate capacity of 1500MW in the Irish Sea approximately 22.3km from the Isle of Man and 36.3km from the northwest coast of England, awarded as part of the Round 4 Offshore Wind Licensing Arrangements

Information about the Proposed Development and about its likely significant effects is available in the scoping report and the Secretary of State's scoping opinion which are available electronically on the Planning Inspectorate's website:

https://infrastructure.planninginspectorate.gov.uk/projects/north-west/morgan-offshore-wind-farm/?ipcsection=docs

Based on the current information provided by the Applicant to the Secretary of State, and applying a precautionary approach, the Secretary of State is of the view that the Proposed Development is likely to have significant effects on the environment in the Republic of Ireland and Belgium. In accordance with Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) the Secretary of State has provided information to the above mentioned EEA States about the Proposed Development and its likely significant effects, and these States have been asked to indicate by 21 November 2022 whether or not they wish to participate in the procedure for examining and determining the application under the Planning Act 2008 (PA 2008) and Regulation 32 of the EIA Regulations.

The Proposed Development is currently at the pre-application stage of the process. The Applicant has not yet submitted an application to the Secretary of State. If the application is accepted for examination, the application will be examined in public and, subject to the provisions of the PA 2008, the examination must be completed within a period of six months. Further information about how to participate in the examination procedure under the PA 2008 and the way in which the Secretary of State will notify and consult EEA States in accordance with Regulation 32 of the EIA Regulations is available on the Planning Inspectorate's website: www.planningportal.gov.uk/infrastructure.

Following examination of the application and having taken the environmental information into consideration, the decision maker may refuse or grant development consent. If development consent is granted, this may be subject to requirements which, if necessary, will secure measures to avoid, reduce or offset the major adverse effects of the Proposed Development.

Date: 10 October 2022

Signed by the Planning Inspectorate for and on behalf of the Secretary of State for Levelling Up, Housing and Communities

D.23.3 Regulation 32 Republic of Ireland Response (21 November 2022)

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage

Operations Lead
Central Operations
Environmental Services
Temple Quay House
2 The Square
Bristol, BS1 6PN

By email only to: MorganOffshoreWindProject@planninginspectorate.gov.uk

21 November 2022

Re: Proposed Application by Morgan Offshore Wind Limited (the Applicant) for an Order Granting Development Consent for the Morgan Offshore Wind Farm Project (the Proposed Development)

Dear

I refer to your letter dated 10 October 2022, giving formal notification in relation to the above-mentioned proposed new Wind Farm, which is at pre-application stage in the UK's development consent procedure.

I note in the screening statement prepared on behalf of the Secretary of State, the Planning Inspectorate is of the view that the proposed development is likely to have significant effect on the environment in Ireland.

I wish to confirm, on behalf of the Minister for Housing, Local Government and Heritage, that the State accepts your invitation to participate in the transboundary EIA consultation procedure in relation to the proposed development.

Noting that the application is at the pre-application stage, we await further notification of when the transboundary EIA procedure officially begins. Please ensure that any communications in this regard are also issued to transboundaryeia@housing.gov.ie

Teach an Chustaim, Baile Átha Cliath 1, D01W6X0
Custom House, Dublin 1, D01 W6X0
T +353 1 888 2561 | transboundaryeia@housing.gov.ie
www.gov.ie/housing

Yours sincerely,

[redacted]

Assistant Principal
EU & International Planning Regulation
Department of Housing, Local Government and Heritage
Ireland

D.24. Summary of responses to statutory consultation and applicant regard

D.24.1 Overarching consultation process and non-technical comments table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0002_001_110423	S47	Email	Asking for advice on how to access the Morgan website.	The requested information was sent on 24/04/2023.	No
Morg_0003_001_200423	S47	White mail	Request for printed materials - brochure, feedback form	Noted. The requested information was sent on 20/04/2023.	No
Morg_0005_001_140423	S42	Email	Confirming if this is the S42 PEIR consultation	The consultation held between 19 April and 4 June was a consultation on the PEIR. Feedback from this consultee has been received and responded to accordingly.	No
Morg_0007_001_190423	S47	Email	We are a small charity run by volunteers. As such, I feel this does not apply to us, and we consider ourselves not to be a consultee on this matter.	The Applicant notes your response.	No
Morg_0011_001_190423	S47	Email	I shall be brief. On behalf of my wife and I, it is our very strong wish that wind farms should proceed as quickly as possible.	The Applicant notes your response.	No
Morg_0012_001_200423	S47	Email	I 100% agree with all forms of green alternatives 😀❤️ So wish you all the best with your offshore projects.	The Applicant notes your response.	No
Morg_0013_001_210423	S47	Email	We have received the consultation letter for the Morgan Offshore Wind Project and would just like to feedback and share our support for the project.	The Applicant notes your response.	No
Morg_0015_001_210423	S47	Email	Asking if there are any meetings in Lytham St. Annes	Information issued as requested 02/06/2023.	No
Morg_0018_001_240423	S47	Email	I'm happy to say I approve of all three going ahead. We need to move towards sustainable power and reduce fossil fuel use much faster than we are doing. I would hope that construction would be carried out in a way that causes minimal disruption to marine wildlife, that would be my only concern.	The Applicant notes your response. The EIA and a summary of the surveys undertaken to inform the assessments on marine life are presented in the following chapters: - Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0020_001_240423	S42	Email	Natural England is now authorised to exercise the JNCC's functions as a statutory consultee in respect of certain applications for offshore and offshore waters (0-200nm) adjacent to England. Therefore, Natural England should provide a full response. Natural England will contact JNCC directly of any input is requested. As such JNCC have not reviewed this application and will not be providing further comment.	The Applicant notes your response.	No
Morg_0031_001_070523		Email	Requesting a copy of the PEIR.	The requested information was provided at the in-person consultation event on 18/05/2023.	No
Morg_0034_001_090523	S47	Email	When and where is it in Blackpool?	The requested information was sent on 02/06/2023.	No
Morg_0035_001_090523	S42	Email	Request for information: 1. Offshore array Rochdale envelope grid references (must be in BNG 6 Digit Easting/Northings) and (WGS84 Degrees, Minutes, Seconds) 2. Export cable route grid references (WGS84 Degrees, Minutes, Seconds) 3. Landfall grid references (must be in BNG 6 Digit Easting/Northings) 4. Onshore boundary points (must be in BNG 6 Digit Easting/Northings)	Noted. The requested co-ordinates were provided to MOD in May 2023.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_001_150523	S42	Email	Expresses desire to respond to consultation but would not be able to meet the deadline. Requested an extension for 23 June 2023. *note - response submitted and recorded below.	The request for an extension was responded to and granted by the Applicant. Feedback was received on 02/06/2023.	No
Morg_0037_001_150523	S47	Email	Requested a PDF version of the NTS or to speak to someone.	The requested information was provided at the in-person consultation event on 18/05/2023.	No
Morg_0035_002_190523	S42	Email	Request for information: 1. Offshore array Rochdale envelope grid references (must be in BNG 6 Digit Easting/Northings) and (WGS84 Degrees, Minutes, Seconds) 2. Export cable route grid references (WGS84 Degrees, Minutes, Seconds) 3. Landfall grid references (must be in BNG 6 Digit Easting/Northings) 4.Onshore boundary points (must be in BNG 6 Digit Easting/Northings)	Noted. The requested and applicable co-ordinates for the PEIR boundary were sent to the MOD on 26/05/2023. Please note that following the Morgan Generation Assets boundary refinement after PEIR, the updated coordinates were sent to the MOD on 13/10/2023.	No
Morg_0036_002_220523	S42	Email	Many thanks for your email agreeing a deadline extension for the NRW Advisory response to the Morgan Generation PEIR – much appreciated. We will endeavour to get a response back to you as close to the deadline as possible and are hopeful that this will be before 23rd June. I should be able to give you a better estimate of timing by the end of this week.	Noted. Feedback submitted 02/06/2023.	No
Morg_0035_003_230523	S42	Email	Please see attached email I have sent requesting information. I can not complete an assessment until I have received this, therefore are you able to provide to me as soon as possible please.	The requested information was sent on 26/05/2023.	No
Morg_0042_001_240523	S42	Email	Thank you for your letter of 13 April 2023 regarding the information to be provided in an environmental statement relating to the above project. HSE does not comment on EIA Scoping Reports but the following information is likely to be useful to the applicant. At this time, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk. HSE's land use planning advice As far as I can determine the proposed development is located offshore; there is no associated onshore development. Given that there appears to be no onshore development there is no basis for CEMHD5 to provide land use planning advice.	Noted. Response received.	No
Morg_0042_002_240523	S42	Email	Explosives sites: HSE has no comment to make as there are no licensed explosives sites in the vicinity.	Noted. Response received.	No
Morg_0042_003_240523	S42	Email	Electrical Safety: No comment from a planning perspective.	Noted. Response received.	No
Morg_0047_001_280523	S47	Email	I fully support the offshore wind farm project, please go ahead and make it happen as fast as possible.	Noted. Response received.	No
Morg_0050_011_300523	S42	Email	Transboundary. Given the proximity to Welsh waters and Isle of Man, we expect there to be full consideration of transboundary effects and cumulative impacts across borders. The Irish Sea is a busy regional sea, under significant pressure and the cumulative and in-combination effects on the marine environment from building offshore infrastructure on such a large scale could have significant impacts on the marine environment if not managed correctly.	Potential transboundary impacts are presented within the Transboundary impacts screening (Volume 3, Annex 5.2: Transboundary impacts screening of the Environmental Statement (Document Reference F3.5.3) and detailed within each assessment chapter of the Environmental Statement where relevant.	No
Morg_0052_072_310523	S42	Email	Conclusion The MMO welcomes the progress bp Alternative Energy Investments Limited has made to date to assess the environmental impacts of the Morgan Offshore Wind	Noted. Response received.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Farm (Generation Assets) project. However, the MMO requires the points raised in this response to be addressed within the ES.		
Morg_0065_001_020623	S42	Email	This response has been prepared by the Isle of Man Government (identified as a statutory consultee) with the opportunity to review and comment on the Preliminary Environmental Information Report (PEIR). This letter is a response from the Territorial Sea Committee (TSC) made up of representatives of a number of Departments and Statutory Boards of the Isle of Man Government. The TSC found it a useful and interesting document and await the associates outcomes and future opportunity to comment as the project advances. The TSC is of the opinion that the Isle of Man should be identified as one of the main stakeholders in this process given the proximity to the Manx territorial limits. Thank you for affording us with the opportunity to consider, and provide comments on the above.	Noted. Response received.	No
Morg_0065_015_020623	S42	Email	In addition to this broad statement, the TSC has provided specific comments, over subsequent pages, in relation to the individual chapters of the PEIR, and collated on behalf of various contributors within the responsible Departments of the Isle of Man Government.	The Applicant notes your response.	No
Morg_0066_001_020623	S42	Email	<u>Overview Comments</u> Natural England's Remit Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England's remit extends out to 12nm. Pursuant to an authorisation made on the 9th December 2013 by the JNCC under paragraph 17(c) of Schedule 4 to the NERC Act 2006, Natural England is also authorised to exercise the JNCC's functions as a statutory consultee in respect of applications for offshore renewable energy installations in offshore waters (12-200nm) adjacent to England.	The Applicant notes your response.	No
Morg_0066_002_020623	S42	Email	Evidence Plan Process Natural England recognises the importance of the pre-application stage of the consenting regime, and we welcome the opportunity to engage at this stage. As such we seek to make this process as effective as possible. We have provided advice previously in our response to the Environmental Impact Assessment Scoping Report (14 July 2022). Since Scoping, Natural England has been engaging in the Applicant's Evidence Plan Process (EPP) and Natural England has attended the majority of the Expert Working Group (EWG) meetings.	The Applicant notes your response.	No
Morg_0066_003_020623	S42	Email	We recommend that a Statement of Common Ground (SoCG) is started by the Applicant early within the EPP, to accurately catalogue all areas of agreement for the project and highlight any areas of disagreement. ETG consultation/agreement logs have been successfully used by other projects as the foundation for the SoCG.	The Applicant notes your response. Statement of Common Ground will be prepared, where required, following Application submission.	No
Morg_0066_004_020623	S42	Email	Due to the high quantity of large documents submitted as part of the PEIR and due to the limited consultation period we have reviewed the documents as fully as possible, however there have been instances where we have had to prioritise which documents to review. We have summarised which documents have been reviewed in relation to each of the relevant thematic annexes. We therefore reserve the right to provide further advice and highlight that agreement is not to be assumed where no comment is made.	The Applicant notes your response.	No
Morg_0066_010_020623	S42	Email	1. <u>Impacts on the Natural Environment – Natural England's Key Concerns</u> Generic Comments The advice provided is with respect to the generation assets PEIR submission provided, but we consider that the transmission assets are an integral part of the	The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			project and therefore the ES should, at the point of submission, be in a position to consider the project as a whole. Therefore, the final ES, when considering the project as a whole, will include additional impacts and designated sites than those mentioned within the Morgan OWF Generation Assets PEIR submission. Natural England advises that the potential impacts of the project cannot be considered in isolation from its transmission assets and the associated Morgan OWF project, and accordingly we will only consider a full, cumulative assessment of these projects as adequate to support the DCO application.	transmission assets. The cumulative assessment approach has been updated from PEIR to Environmental Statement in order to assess the two elements of the project (generation and transmission) cumulatively. The Cumulative Effects Assessment (CEA) takes into account the impact associated with the Morgan Generation Assets together with the Morgan and Morecambe Offshore Wind Farms Transmission Assets. The CEA methodology is described further in Volume 1, Chapter 5: EIA methodology of the Environmental Statement.	
Morg_0036_003_020623	S42	Email	Please note that the comments provided herein are made without prejudice to any (further) advice NRW may need to give, or decisions NRW may need to take, in a project specific context should different circumstances or new information emerge that NRW will need to take into account. The advice provided herein relates to the potential impacts of the proposals on the Welsh marine area and Welsh protected sites. Accordingly, where advice relates to nature conservation interests within Welsh inshore waters, reference may be made to Welsh offshore waters and English waters (both inshore and offshore) in light of the relevance to mobile species and potential cross-border and cumulative / in combination impacts. Where potential impacts are wholly within Welsh offshore waters or English Onshore / Offshore waters, NRW (A) defer to comments provided by JNCC and Natural England respectively.	The Applicant notes your response.	No
Morg_0071_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Burbo Bank. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.	Noted. Response received.	No
Morg_0074_002_230523	S42	Email	If we could please start the our process between each other to determine the positions of: - Windfarm site boundaries - Any further info regarding your planned ECR corridors - CX positions (if already considered) We can also share our RPL, once we are connected with your engineering teams etc.	The Applicant has engaged with Vodafone as part of the Morgan Offshore Wind Project (including the Transmission Assets) in June 2023 and an introductory presentation was held in November 2023 (for the Transmission Assets, but context was provided for the Morgan Generation Assets). The LANIS 1 cable is 2.4km from the southern boundary of the Morgan Generation Assets, so any further correspondence will be associated with the Transmission Assets to engage on proximity and crossing agreements.	No
Morg_0080_001_020623	S42	Email	I am writing on behalf of Drigg and Carleton Parish Council. Drigg and Carleton Parish Council currently have no objections to this development but would be interested going forward to see the plan of final sites and to be notified of any socio-economic benefit packages which might be available to benefit the Parish as a consequence of this development.	The Applicant notes your response.	No
Morg_0090_001_040623	S47	Email	Further to your invitation of views to this proliferation of wind farm projects, I must inform you that I am in total disagreement with any of these plans.	The Applicant notes your response.	No
Morg_0090_002_040623	S47	Email	Climate change, as pushed by the mainstream media, is, of course, a hoax with which to upgrade fear in the public domain and brainwash the masses in readiness for a much bigger agenda; as well as distracting them from the main agenda.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0090_003_040623	S47	Email	The earth has had periods of imbalance throughout history, but nature will always correct this of its own accord if left to its own programming.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_004_040623	S47	Email	he necessity for a so-called Net Zero is pure invention and in itself a threat to the delicately balanced CO2 level required for life, of which we are demonised on a daily basis. However, if we significantly reduce the CO2 from its current level, nothing will be able to survive - including mankind.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_005_040623	S47	Email	But of course there's eye-rolling amounts of money to be made from these projects as the obscenity of greed overtakes many people in another area of our lives; whilst the common man struggles to barely stay alive.	The Applicant notes your response.	No
Morg_0090_006_040623	S47	Email	Locally, it is to be noted that all of these projects will interfere greatly with our vital shipping links to the UK, but this does not appear to bother you greatly. Why should it? Your companies will rake in eye-watering amounts of money for shareholders and senior management. And, of course, you don't have to live on the Island.	The Applicant notes your response. The EIA for shipping and navigation are presented in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement.	No
Morg_0090_007_040623	S47	Email	However, you may be aware of long term plans issued by the UK government some time ago which stipulated that the period leading up to the ubiquitous 2030 will see the demise of all airports except for Belfast, Edinburgh and one in London. One assumes that Ronaldsway Airport on the Isle of Man will also cease to exist.	The Applicant notes your response.	No
Morg_0090_008_040623	S47	Email	Furthermore, during this same period, shipping is also to be reduced with freight being increasingly moved by rail. Between 2030- 2049 shipping will be removed completely and all freight will be moved only by rail.	The Applicant notes your response.	No
Morg_0090_009_040623	S47	Email	So, where does that leave the Isle of Man, which cannot possibly rely upon a rail link?	The Applicant notes your response.	No
Morg_0090_010_040623	S47	Email	As expressed elsewhere wind farms are a very real danger to bird life, ugly monstrosities on either a land or sea scape, and impossible to recycle at the end of what is a very short lifespan.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and visual impacts on seascape and landscape are presented in Volume 2, Chapter 5: Offshore ornithology and Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement respectively.	No
Morg_0090_011_040623	S47	Email	I envisage by that time that the population of this Island may well be forcibly removed.	The Applicant notes your response.	No
Morg_0090_012_040623	S47	Email	As expressed elsewhere wind farms are a very real danger to bird life, ugly monstrosities on either a land or sea scape, and impossible to recycle at the end of what is a very short lifespan.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and visual impacts on seascape and landscape are presented in Volume 2, Chapter 5: Offshore ornithology and Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement respectively.	No
Morg_0090_013_040623	S47	Email	Inevitably, I do not believe that my comments will be taken into consideration as it differs markedly with your company's aims and world agenda. However, I am using my right to free speech (whilst we have it) to express my personal views.	The Applicant notes your response.	No
Morg_0091_001_030623	S47	Email	I am setting out 7 reasons why these schemes do not work well at all. The projects are not cost affective by requiring massive infrastructure investment and with the rapid advances in technology plans can be quickly become out of date. How is it with all the wind farms we have already built 'business leaders claim UK's wind farms do not help the economy'. (please find the YouTube report by typing in the highlighted text)	The Applicant notes your response. The EIA and mitigation measures relating to socio-economics are presented in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0091_002_030623	S47	Email	I will provide seven links to short and easy to follow videos which covers each of the reasons why I believe these types of developments are not required. I am referring to all three of the above development options. I object also to any proposals that blot the landscape with eye sores such as these off shore projects or otherwise.	The Applicant notes your response. The EIA and mitigation measures relating to seascape and landscape visual impacts are presented in Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0091_003_030623	S47	Email	Firstly, and most importantly please allow me to deal with why these developments are springing up. It is because of the fantasy land 'net zero' that will never be reached. Even if it net zero were to be attained what happens then? No one has answered that question.	The Applicant notes your response. Information relating to net zero, the UK's net zero targets and the avoided emissions associated with the operation of the Morgan Generation Assets are presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_004_030623	S47	Email	There is no evidence whatsoever of any global warming. Climate change is a natural constant that has been occurring over millions of years. We are constantly in weather cycles caused by solar activity and adjustments with the Earth's axis, and weather temperatures fluctuate naturally over time. There is evidence of the WEF and other globalist supporting elites re-writing history to suit there agenda regarding weather data.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_005_030623	S47	Email	It does not make any sense that in only 2000 years of existence such a short period of time in Earths history claims are being made that already the planet is heading for a disaster. It seems there is very obviously a narrative of disinformation and an agenda to make a quick buck while the climate craze is the narrative of the day.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_006_030623	S47	Email	I believe what is being attempted is political, it is being orchestrated by an elite few of which there are only about 2000 people usually born into their riches. They are globalists and there is a tyrannical movement to try to assert power and control over the masses. This is not a conspiracy theory when the agenda is set out by the WHO and the WEF for all to read clearly under the guise of The Great Reset.	The Applicant notes your response.	No
Morg_0091_007_030623	S47	Email	It seems to me to be ludicrous to construct developments like this. The whole wind power thing sounds ideal but it isn't a good idea at all it does not work when the wind stops blowing. It is very expensive to manufacture and costly to service the infrastructure. It's greatest downfall is when the wind stops blowing as it frequently does during a high pressure weather cycles you cannot store the energy that has been created. You have to sell it to other countries usually in the EU. The leaders of those countries know there is no ability to store excess wind power and also know we have to sell it and so bang goes our bargaining capability. Then should we end up heavily dependant upon schemes like what is proposed the reverse happens. We have to buy energy back when we desperately need it and this is usually at inflated prices because once again we have no ability to negotiate a competitive price.	The Applicant notes your response. The EIA and mitigation measures relating to socio-economics are presented in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0091_008_030623	S47	Email	I do not believe your industry is green at all. The turbines consist of components such as fibreglass, plastics, many other treated components which when in conditions out at sea can fail very quickly and will pollute the seas as bits flake off and fall into the water. No doubt this will be toxic for fish and birds. In my lifetime I have witnessed a transformation to the quality of water which is the Irish sea along the beach at Southport, which is where the 'bits' will end up. We have cleaned up our waters but will undo all this good planning with these types of projects. We seem to be spiralling downwards by spending on projects such as any of these three options.	The Applicant notes your response. Accidental spills and potential contaminant release during construction, operation and maintenance and decommissioning phases is managed by the implementation of measures set out in post-consent plans, secured through conditions within the marine licence (e.g. offshore Environmental Management Plan, including a Measures Marine Pollution Contingency Plan (MPCP)), thus providing protection for marine life across all phases of the Morgan Generation Assets.	No
Morg_0091_009_030623	S47	Email	Whilst I am referring to the effects on wildlife what studies have been carried out with regard to the migration of 10,000's of pink footed geese from Iceland in September each year. It is well known they settle on the shores of this particular region. At Marten Mere as an example. They find food during the winter months here and only return to Iceland in March. How many 1000's are going to be chopped down by these hideous mills of death. I would like to know what studies have been carried out. What measures are there to avert the death of the wildlife such as the pink footed geese. Green is not a nice colour when combined with the colour of blood.	The Applicant notes your response. The EIA and mitigation measures relating to bird life are presented in Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No
Morg_0091_010_030623	S47	Email	No amount of wind farms are going to be able to provide enough power for these British islands. Britain is only responsible for 3% of the worlds carbon emissions.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Yet we shut down our power stations when we have plenty of natural resources but import wood pellets all the way from Brazil for use at one remaining power station Drax, We send our waste sometimes half way around the globe to be recycled. We are shooting ourselves in the foot repeatedly and impoverish ourselves at the same time striving for fantasy land net zero. While Germany continue to use thermal powered power stations and have over 100 and China are on a trajectory of over 200 coal powered stations. This makes no sense. (a) https://www.dw.com/en/germany-reactivates-coal-fired-power-plant-to-save-gas/a-62893497 (b) https://en.wikipedia.org/wiki/List_of_power_stations_in_Germany#Thermal		
Morg_0091_011_030623	S47	Email	The Dinorwig power station, also known as Electric Mountain, is the biggest hydroelectric facility and the fastest power-generating asset in the UK, capable of delivering up to 1,728MW of electricity in just 16 seconds. Operating since 1984, it is a pumped-storage hydropower facility built in caverns inside the Elidir Fawr mountain in Dinorwig, Llanberis, in north Wales. It comprises six pump-turbine units housed in the main cavern, which is considered to be the biggest man-made cavern in Europe. (c) https://www.carbonbrief.org/mapped-worlds-coal-power-plants/ https://rumble.com/v1rp9lc-when-the-wind-stops-pt7-is-anybody-doing-the-maths.html	The Applicant notes your response.	No
Morg_0091_012_030623	S47	Email	The Climate Realism Series 1 - 7 PART 1 https://rumble.com/v1smwdy-climate-realism-series-when-the-wind-stops-pt1-not-economical-to-store-surp.html PART 2 https://rumble.com/v1smxgk-climate-realism-series-when-the-wind-stops-pt2-not-economical-to-store-surp.html PART 3 https://rumble.com/v1smydw-climate-realism-series-when-the-wind-stops-pt3-not-economical-to-store-surp.html PART 4 https://rumble.com/v1smz2w-climate-realism-series-paul-burgess-when-the-wind-stops-pt4-we-have-to-pay-.html PART 5 https://rumble.com/v1sn2em-climate-realism-series-paul-burgess-when-the-wind-stops-pt5-dinorwig-power-.html PART 6 https://rumble.com/v1qsspm-when-the-wind-stops-part-6-useless-wind-farm-energy-production-explained-de.html PART 7 https://rumble.com/v1rp9lc-when-the-wind-stops-pt7-is-anybody-doing-the-maths.html These are important videos because it totally exposes the absurdity of storing wind energy to even out it's supply. The producer REDACTED found at the original YouTube source url below says like always, he will answer any questions on the subjects raised within the videos. REDACTED has great experience of managing the Dinorwig Power Station just down the coast and so is also familiar with this coast line, why has nobody bothered to contact him?	The Applicant notes your response	No
Morg_0091_013_030623	S47	Email	The Dinorwig power station, also known as Electric Mountain, is the biggest hydroelectric facility and the fastest power-generating asset in the UK, capable of delivering up to 1,728MW of electricity in just 16 seconds. Operating since 1984, it is a pumped-storage hydropower facility built in caverns inside the Elidir Fawr mountain in Dinorwig, Llanberis, in north Wales. It comprises six pump-turbine units housed in the main cavern, which is considered to be the biggest man-made cavern in Europe.	The Applicant notes your response.	No
Morg_0091_014_030623	S47	Email	If you have multiple questions please post each on a different post - it make it easier for others to follow	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0091_015_030623	S47	Email	Original Source: https://youtu.be/ZddN57phd7Q	The Applicant notes your response.	No
Morg_0092_001_040623	S47	Email	Evening REDACTED, Many thanks for your work to ensure the response was submitted before this weekend's deadline. Much appreciated. Thanks. REDACTED PS - Have you any news update regarding the Mona response?	The Applicant notes your response.	No
Morg_0096_001_050623	S42	Email	Energy Excellence in the Westmorland and Furness The Westmorland and Furness area is a recognised leader in nuclear and energy excellence and a home to high value manufacturing capability supported by a highly skilled workforce, leading R&D facilities and a skills pipeline tailored to industry needs. This international reputation is built on a longstanding history of project development and delivery that includes, nuclear submarine construction, gas extraction and processing, and renewable energy generation from the existing windfarms located off the Furness coastline. This reputation is further supported by the authority's track record of supporting and delivering major infrastructure projects.	Noted. Response received.	No
Morg_0096_002_050623	S42	Email	The breadth and complimentary nature of these projects, combined with longstanding energy experience has produced a strong skills base of professional and technical expertise, which can help drive forward a wide range of growth opportunities in the future, including offshore wind development. The Council is keen to identify and support opportunities and has an ambitious vision for green and inclusive growth, including providing leadership in the drive to become carbon net zero. The experience and expertise held within our community are significant assets that can be utilised in the successful delivery of major projects such as the Morecambe and Morgan windfarm developments, helping to create a green energy network.	The Applicant notes your response.	No
Morg_0096_003_050623	S42	Email	The Cumbria Local Enterprise Partnership's (CLEP) Clean Energy Strategy seeks to develop energy assets to support local, regional and national objectives for decarbonisation, green growth and levelling up. The strategy identifies the potential for further offshore windfarms off the coast of Barrow and the importance of these in delivering against the UK's clean energy targets. It also draws attention to the area's specialist capabilities in delivering this and the ambition for ports like Barrow to provide the Operation and Maintenance hubs for the growing capacity. In addition, the strategy highlights the significant potential for electrolytic hydrogen generation from offshore wind in the Irish Sea, highlighting the possible use of hydrogen generation as a means of providing flexible storage and/or for use by our large industrial consumers, as well as the potential for transport hubs associated with the M6 and West Coast Mainline.	Noted. Response received.	No
Morg_0096_005_050623	S42	Email	The Council suggests that a similar approach to that currently taken by the Scottish Government and Crown Estate Scotland would be appropriate in this instance. The Scottish approach requires offshore wind developers to consider and agree supply chain commitments early in the development process, with the intention of ensuring wind farm developments realise maximum economic benefits for local areas through the local supply chain.	The seabed lease auction criteria for Scotwind required a Supply Chain Development Statement (SCDS) (although the SCDS was not part of the award decision assessment). Scotwind projects' SCDS commitments are conditional and subject to change during each projects' development up until lease execution. Even following lease execution, the supply chain commitments are at risk of change with limited penalties.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				With Mona, the Department for Energy Security & Net Zero (DESNZ) specify the required approach towards realising maximum economic benefits for local areas through the local supply chain. Mona's supply chain requirements and commitments were originally expected to be agreed in Supply Chain Plans (SCP) submitted and assessed by DESNZ as entry requirement for Contract for Difference (CfD) award. Currently, DESNZ plans to replace SCPs with Sustainable Industry Rewards which will include minimum accepted levels for criteria such as, for example, investment in deprived areas. Failure to deliver minimum accepted levels is expected to incur financial penalties which may include risk to CfD support. Both the Scottish and DESNZ approaches for realising maximum economic benefits for local areas have advantages and disadvantages. It is uncertain which approach will produce the best socio-economic benefits, but Morgan is required to follow the DESNZ approach. As such, and in conjunction with the separately consented transmission works (including onshore aspects) supply chain commitments will be developed in due course.	
Morg_0097_001_190423	S47	Online form Q1	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_002_190423	S47	Online form Q2	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_003_190423	S47	Online form Q3	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_004_190423	S47	Online form Q4	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_005_190423	S47	Online form Q5	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_006_190423	S47	Online form Q6	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_007_190423	S47	Online form Q1.1	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_008_190423	S47	Online form Q1.2	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0097_009_190423	S47	Online form Q1.3	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_010_190423	S47	Online form Q1.4	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_011_190423	S47	Online form Q1.5	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_012_190423	S47	Online form Q1.6	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_013_190423	S47	Online form Q1.7	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_014_190423	S47	Online form Q1.8	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_015_190423	S47	Online form Q1.9	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_016_190423	S47	Online form Q1.10	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_017_190423	S47	Online form Q1.11	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_018_190423	S47	Online form Q1.12	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0097_019_190423	S47	Online form Q1.13	Besides wind farms being unsightly and detremental (sic) to wild life. With insignificant benefits I say No No AND NO!!!	The Applicant notes your response. The assessment of potential impacts of the Morgan Generation Assets is set out within Volume 2, Chapters 1 - 15 of the Environmental Statement. Chapter Annexes are within Volume 4 of the Environmental Statement.	No
Morg_0100_002_200423	S47	Online form Q2	A smaller overall wind farm should supply and benefit the Isle of Man	The Applicant notes your response. The Applicant is committed to developing the Morgan Generation Assets in a way that is sensitive to the needs of both local communities and the environment on the Isle of Man. The Isle of Man Government	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the island's communities / elected representatives have been, and will continue to be, engaged by the Applicant. We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	
Morg_0100_003_200423	S47	Online form Q3	If it supplied the Isle of Man	The Applicant notes your response. We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0100_005_200423	S47	Online form Q6	The Zisle of Man [sic.] should have its say even though we're only a small community	Noted. The Applicant is committed to developing the Morgan Generation Assets in a way that is sensitive to the needs of both local communities and the environment on the Isle of Man. The Isle of Man Government and the island's communities / elected representatives have been, and will continue to be, engaged by the Applicant. The Applicant undertook a significant amount of publicity to ensure local people on the Isle of Man were aware of, and could take part in, the consultation. This included a mailing of postcards to all 45,811 addresses on the Isle of Man, as well as in-person exhibition events at Douglas Borough Council and Ramsey Town Hall. Posters publicising the consultation were also sent to venues on the Isle of Man to be displayed. The Applicant also undertook significant levels of advertising and promotion to ensure local people were aware of the consultation and understood how to take part. This included local media advertising (online and offline) and the publishing of section 47 and section 48 notices in local and national newspapers. A full list of materials produced for the consultation can be found in the Consultation Report (Document Reference E3).	No
Morg_0100_006_200423	S47	Online form Q1.1	Consultations should last at least a year	Statutory consultation is a key part of the planning process, one which the applicant takes seriously to engage and understand community views. The Applicant has submitted a Consultation Report (Document Reference E3) that explains how the Applicant has complied with the pre-application consultation requirements set down in the Planning Act 2008 and had regard to all the feedback submitted. The Applicant consulted beyond the statutory period of 28 days as set out in the pre-application consultation requirements of the Planning Act 2008.	No
Morg_0101_005_200423	S47	Online form Q6	Don't do it. Please.	The Applicant notes your response.	No
Morg_0101_009_200423	S47	Online form Q1.12	Wave power, nuclear power is more environmentally friendly. More wind farms are not required and are not efficient.	The Applicant notes your response.	No
Morg_0102_001_210423	S47	Consult Online	Please get these three wind farms built as soon as possible. A huge opportunity to contribute to the UK’s energy independence, lower energy prices, and Green targets. All objections can be reasonably overcome with a bit of thought and the latest technology.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0103_001_210423	S47	Online form Q1	Strongly in favour of wind farms, as they are an essential part of a package to help deal with climate change	The Applicant notes your response.	No
Morg_0103_002_210423	S47	Online form Q4	One argument against wind farms is that the wind turbines are not recycled after it's served it's [sic.] life cycle. We need to be reassured that this is the case.	As a requirement of Section 105 of the Energy Act (2004), the Morgan Generation Assets will be decommissioned at the end of the operations and maintenance phase. A decommissioning plan will be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	No
Morg_0103_004_210423	S47	Online form Q1.3	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_005_210423	S47	Online form Q1.4	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_006_210423	S47	Online form Q1.5	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_009_210423	S47	Online form Q1.12	These types of projects are essential to help deal with climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_010_210423	S47	Online form Q1.13	We won't have tourism and recreation if we don't deal with climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). Potential impacts in relation to tourism are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13).	No
Morg_0105_001_220423	S47	Consult Online	I am in favour	The Applicant notes your response.	No
Morg_0108_002_230423	S47	Online form Q2	-	The Applicant notes your response.	No
Morg_0108_003_230423	S47	Online form Q3	-	The Applicant notes your response.	No
Morg_0108_004_230423	S47	Online form Q4	-	The Applicant notes your response.	No
Morg_0108_007_230423	S47	Online form Q1.1	-	The Applicant notes your response.	No
Morg_0108_008_230423	S47	Online form Q1.2	-	The Applicant notes your response.	No
Morg_0108_009_230423	S47	Online form Q1.3	-	The Applicant notes your response.	No
Morg_0108_010_230423	S47	Online form Q1.4	-	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0108_011_230423	S47	Online form Q1.5	-	The Applicant notes your response.	No
Morg_0108_012_230423	S47	Online form Q1.6	-	The Applicant notes your response.	No
Morg_0108_014_230423	S47	Online form Q1.8	-	The Applicant notes your response.	No
Morg_0108_015_230423	S47	Online form Q1.9	-	The Applicant notes your response.	No
Morg_0108_016_230423	S47	Online form Q1.10	-	The Applicant notes your response.	No
Morg_0108_017_230423	S47	Online form Q1.11	-	The Applicant notes your response.	No
Morg_0108_018_230423	S47	Online form Q1.12	-	The Applicant notes your response.	No
Morg_0108_019_230423	S47	Online form Q1.13	-	The Applicant notes your response.	No
Morg_0115_001_260423	S47	Online form Q1	Your website and 'info' card actually give no information on what this project will involve so how can anyone have an informed opinion? There are no answers given to the questions you are asking the public to comment and give feedback on. Is this just another box ticking 'consultation' exercise?	In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents. Statutory consultation is a key part of the planning process, one which the applicant takes seriously to engage and understand community views. The Applicant has submitted a Consultation report (Document Reference E3) that explains how the Applicant has complied with the pre-application consultation requirements set down in the Planning Act 2008 and had regard to all the feedback submitted.	No
Morg_0115_002_260423	S47	Online form Q2	where is the information on all this? why is it not obvious on your website?	In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents.	No
Morg_0115_003_260423	S47	Online form Q3	Unable to comment on benefits as there is a distinct lack of information on your website re impacts to all areas	The Applicant notes your response. In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents. A full list of materials produced for the consultation can be found in the Consultation report (Document Reference E3). The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Please note that the PEIR is a preliminary document and further information is now available on the benefits of the project in the DCO application materials.	
Morg_0115_004_260423	S47	Online form Q4	Again where is the information to allow us to assess and comment?	In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents.	No
Morg_0115_005_260423	S47	Online form Q5	Again where is the information to allow us to assess and comment?	In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents.	No
Morg_0115_006_260423	S47	Online form Q6	Again where is the information to allow us to assess and comment?	In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms were also made available on the Applicant's consultation website and as hard copies at reference locations for the duration of the consultation. Information about impacts on all areas was also included in consultation documents.	No
Morg_0115_007_260423	S47	Online form Q1.1	How far offshore will these be windfarms be built?	The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The Morgan Array Area is located wholly within English offshore waters (beyond 12 nm from the English coast) (see Volume 1, Chapter 1: Introduction of the Environmental Statement)	No
Morg_0115_020_260423	S47	Online form Q1.12	How much energy will be created by these windfarms? How will it be used? How many homes will it serve and for how long?	Morgan Offshore Wind Project Generation Assets is a joint venture between bp and Energie Baden- Württemberg AG (EnBW) to develop a wind farm	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				in the Irish Sea. Morgan Generation Assets is anticipated to generate a nominal capacity of 1.5GW and the project's wind turbines wind turbines have the potential to power the equivalent of around 1.5 million homes. More information including out consultation materials can be found here: https://morecambeandmorgan.com/morgan/consultationhub/	
Morg_0118_001_280423	S47	Online form Q1	I would like to know what is going to happen to the windmills when they are decommissioned 20-25 years after they are first used? Specifically what is going to happen to the blades that are made of fiberglass and can only be deposed of by landfill which would be environmentally unacceptable to say the least. Many of these blades are 50 yards long and weigh 12 tons each so you can imagine how much landfill that is going to be needed for each wind farm.	As a requirement of Section 105 of the Energy Act (2004), the Morgan Generation Assets will be decommissioned at the end of the operations and maintenance phase. A decommissioning plan will be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	No
Morg_0122_001_020523	S47	Online form Q1	In general I do not object to Wind Farms providing rubbish is not thrown into the sea, but this one could cause an increase in pollution	The Applicant notes your response. Accidental spills and potential contaminant release during construction, operation and maintenance and decommissioning phases is managed by the implementation of measures set out in post-consent plans, secured through conditions within the marine licence (e.g. offshore Environmental Management Plan, including a Measures Marine Pollution Contingency Plan (MPCP)), thus providing protection for marine life across all phases of the Morgan Generation Assets.	Yes
Morg_0123_001_020523	S47	Online form Q1	Like most such consultations, there is little hope that the consultation is there to support a foregone conclusion - with a process heavily loaded towards it.	Statutory consultation is a key part of the planning process, one which the applicant takes seriously to engage and understand community views. The Applicant has submitted a Consultation report (Document Reference E3) that explains how the Applicant has complied with the pre-application consultation requirements set down in the Planning Act 2008 and had regard to all the feedback submitted. In September 2023, the Applicant announced that, based partly on feedback received during the statutory and non-statutory phases of consultation, the Morgan Generation Assets array boundary would be reduced. A four-page Project Update newsletter was produced and distributed detailing this and other project refinements, and this remains available on the project website.	No
Morg_0123_005_020523	S47	Online form Q1.11	The construction, installation and maintenance of yet more wind turbines makes a mockery of moves toward sustainable energy, since there is no practical way to store the energy when wind is not blowing at suitable levels - yet at enormous energy cost in creating this new short-life infrastructure	The Applicant notes your response	No
Morg_0125_001_040523	S47	Online form Q5	No. Just common sense snd [sic.] good use of public money if it's involved.	The Applicant notes your response	No
Morg_0125_002_040523	S47	Online form Q6	I don't want more turbines	The Applicant notes your response	No
Morg_0125_006_040523	S47	Online form Q1	This is a non issue. We need cheap, reliable energy sources. Fossil fuels, especially gas, are very clean as the technologies have evolved to the point where they are clean and efficient and easily fixed if things go wrong.	The Applicant notes your response	No
Morg_0136_001_110523	S47	Online form Q1	Despite being very interested in green energy solutions I have not seen or heard any details of the w9rk [sic.] being done. Several years ago I saw a TV report on proposals being mooted but nothing since. This is a shame as more publicity would raise public interest and allow opinions to be formed.	The Applicant confirms that this consultation relates to the Morgan Generation Assets and not the Isle of Man offshore windfarm (Mooir Vannin) which is being promoted by Ørsted. For the Morgan Generation Assets, the Applicant undertook significant levels of advertising and promotion to ensure local people were aware of the consultation and understood how to take part. This included local media advertising (online and	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				offline), the publishing of section 47 and section 48 notices in local and national newspapers and mailing 58,265 postcards to residential and business addresses in the mailing zone, as well as to all 45,811 addresses on the Isle of Man.	
Morg_0136_002_110523	S47	Online form Q3	A [sic.]	The Applicant notes your response.	No
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0136_004_110523	S47	Online form Q6	I heartily endorse any attempt to switch to green energy provided ecology is not damaged. I would appreciate more widely accessible info on future stages.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement - Volume 2, Chapter 4: Marine mammals of the Environmental Statement - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No
Morg_0137_001_120523	S47	Online form Q1	There doesn't seem to have been many public meetings or dissemination of information on the Island. Not everybody has access to computers, which seems to have been forgotten. This kind of consultation should be more inclusive. Long term exhibitions in venues in the North, South, East and West of the Island would have been beneficial to the Manx people, and may have garnered more support for the project, should sufficient information been made available. There are suitable venues available for such installations.	Thank you for your response. In order to ensure the consultation information was available to as many people as possible, many different methods were used, including but not limited to a website, postcards, consultation brochure, deposit locations, webinar and in-person events. This included in-person exhibition events at Douglas Borough Council and Ramsey Town Hall. Consultation materials, including the brochure, SoCC, PEIR NTS and feedback forms in hard copy, were also made available at several locations on the Isle of Man for the duration of the consultation. These locations included Henry Bloom Noble Library and Ramsey Town Library. A full list of materials produced for the consultation can be found in the Consultation report (Document Reference E3). The applicant aimed to ensure that it was clear how people could have their say, but also how to get in touch with the project team to find out more information.	No
Morg_0137_005_120523	S47	Online form Q4	As stated previously, the Irish Sea is one of the roughest and most unpredictable in the world. It is not unusual for us to be completely cut off on many occasions and for many days at a time, particularly during the winter. I feel constructing an offshore wind farm in this area would not be financially viable. I would not support the use of taxpayers' money for this enterprise either. Maintenance will encounter the same problems as construction, but on a long term basis. And what will happen to any broken wind turbines? Also, what is to happen to the structures when they are decommissioned? Are they to remain in situ as a further hazard to shipping?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. A decommissioning plan will be prepared and submitted for approval prior to any commencement of works to develop the Morgan generation Assets. Further detail on the decommissioning phase is presented in Volume 1, Chapter 3: Project description of the Environmental Statement.	
Morg_0137_012_120523	S47	Online form Q6	I really feel that the Isle of Man has not been taken into consideration at all. This project has no upside for us on the Island.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No
Morg_0139_001_130523	S47	Consult Online	I may be too far south to be relevant, but I'm all for wind farms, especially at sea. Good luck.	The Applicant notes your response.	No
Morg_0144_005_170523	S47	Online form Q1.4	Harmful as well you know	The Applicant notes your response. The Environmental Statement provides details of the potential impact of the project.	No
Morg_0144_007_170523	S47	Online form Q1.6	Affected	The Applicant notes your response.	No
Morg_0146_002_180523	S47	Online form Q1	While I agree with the development, growth and expansion of renewable forms of energy, consideration needs to be given to the wider impact of such schemes on stakeholders and stakeholder communities and I don't think that balance of consideration has been given to this proposal.	The Applicant notes your response. The engagement that has informed the assessment is detailed within the Consultation report (Document Reference E3) and the Technical engagement plan (Document Reference E4).	Yes
Morg_0146_008_180523	S47	Online form Q1	With little to no stakeholder community consideration in the process, this appears to be a profit over people proposal being disguised under a green/renewable agenda. That is both disappointing and far from meeting BP's core values to 'Do The Right Thing' and 'Put Yourself in Other People's Shoes'.	Statutory consultation is a key part of the planning process, one which the applicant takes seriously to engage and understand community views. The Applicant has submitted a Consultation report ((Document Reference E3) that explains how the Applicant has complied with the pre-application consultation requirements set down in the Planning Act 2008 and had regard to all the feedback submitted.	No
Morg_0147_001_180523	S47	Online form Q2	No comment.	The Applicant notes your response.	No
Morg_0147_002_180523	S47	Online form Q3	No comment.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0147_003_180523	S47	Online form Q4	No comment.	The Applicant notes your response.	No
Morg_0147_005_180523	S47	Online form Q6	No comment.	The Applicant notes your response.	No
Morg_0149_003_190523	S47	Online form Q5	As per 1 above.	The Applicant notes your response.	No
Morg_0150_005_190523	S47	Online form Q6	This whole feedback process is way more complicated than it needs to be. Obviously all this splitting it up into different physical areas and different technical sections is designed to confuse and put off ordinary people from commenting. A more general view should have been sought before beginning this development.	Noted. The Applicant believes the feedback form was designed in a way that was easily accessible to a wide range of users. These included questions seeking general feedback on the project in the feedback form. Prior to the statutory consultation, the Applicant held an initial stage of public consultation, which presented proposals for the project in an open and accessible way, and sought public feedback on these proposals. The Applicant has submitted a Consultation report (Document Reference E3) that explains how consultation was undertaken in accordance with recognised legislation and guidance and how the Applicant had regard to all the feedback submitted.	No
Morg_0154_001_230523	S47	Consult Online	Subject to the normal safeguards happy with the proposal	The Applicant notes your response.	No
Morg_0155_002_230523	S47	Online form Q2	No	The Applicant notes your response.	No
Morg_0155_004_230523	S47	Online form Q4	No I hope it doesn't go ahead.	The Applicant notes your response.	No
Morg_0155_007_230523	S47	Online form Q1.1	N/k	The Applicant notes your response.	No
Morg_0155_008_230523	S47	Online form Q1.2	N/k	The Applicant notes your response.	No
Morg_0155_009_230523	S47	Online form Q1.3	N/k	The Applicant notes your response.	No
Morg_0155_010_230523	S47	Online form Q1.4	N/k	The Applicant notes your response.	No
Morg_0155_011_230523	S47	Online form Q1.5	N/k	The Applicant notes your response.	No
Morg_0155_012_230523	S47	Online form Q1.6	N/k	The Applicant notes your response.	No
Morg_0155_014_230523	S47	Online form Q1.8	N/k	The Applicant notes your response.	No
Morg_0155_017_230523	S47	Online form Q1.11	U/k	The Applicant notes your response.	No
Morg_0155_018_230523	S47	Online form Q1.12	U/k	The Applicant notes your response.	No
Morg_0161_001_250523	S47	Online form Q2	Totally ignored the Isle of Man similar to the Ukraine and Russias attempt to destroy and restrict an indigenous population.	The Applicant disagrees with this sentiment. The Applicant undertook a significant amount of publicity to ensure local people on the Isle of Man were aware of, and could take part in, the consultation.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This included a mailing of postcards to all 45,811 addresses on the Isle of Man, as well as in-person exhibition events at Douglas Borough Council and Ramsey Town Hall. Posters publicising the consultation were also sent to venues on the Isle of Man to be displayed. The Applicant also undertook significant levels of advertising and promotion to ensure local people were aware of the consultation and understood how to take part. This included local media advertising (online and offline) and the publishing of section 47 and section 48 notices in local and national newspapers. A full list of materials produced for the consultation can be found in the Consultation report (Document Reference E3).	
Morg_0161_003_250523	S47	Online form Q4	No as it must not proceed	The Applicant notes your response.	No
Morg_0161_004_250523	S47	Online form Q5	Nothing further	The Applicant notes your response.	No
Morg_0161_005_250523	S47	Online form Q6	Disrespectful to an Island Community	Noted. The Applicant is committed to developing the Morgan Generation Assets in a way that is sensitive to the needs of both local communities and the environment on the Isle of Man. The Isle of Man Government and the island's communities / elected representatives have been, and will continue to be, engaged by the Applicant. The impacts on the Isle of Man are considered in the Environmental Statement.	No
Morg_0164_009_270523	S47	Online form Q1.12	Helpful in increasing green energy availability	The Applicant notes your response	No
Morg_0166_001_270523	S47	Online form Q1	I don't want it. Wind is not the future. Go tidle [sic.] or Nuclear	Noted. The Applicant believes the project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.	No
Morg_0166_002_270523	S47	Online form Q2	I don't think you understand at all	The Applicant notes your response.	No
Morg_0166_003_270523	S47	Online form Q3	Minamull [sic.]	The Applicant notes your response.	No
Morg_0166_004_270523	S47	Online form Q4	Don't build it	The Applicant notes your response.	No
Morg_0166_005_270523	S47	Online form Q5	Negative interaction	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	
Morg_0166_006_270523	S47	Online form Q6	Only negative	The Applicant notes your response.	No
Morg_0166_008_270523	S47	Online form Q1.2	Detrimental	The Applicant notes your response.	No
Morg_0166_009_270523	S47	Online form Q1.3	Detrimental	The Applicant notes your response.	No
Morg_0166_010_270523	S47	Online form Q1.4	Detrimental	The Applicant notes your response.	No
Morg_0166_011_270523	S47	Online form Q1.5	Detrimental	The Applicant notes your response.	No
Morg_0166_012_270523	S47	Online form Q1.6	Detrimental	The Applicant notes your response.	No
Morg_0166_013_270523	S47	Online form Q1.7	Detrimental	The Applicant notes your response.	No
Morg_0166_014_270523	S47	Online form Q1.8	Detrimental	The Applicant notes your response.	No
Morg_0166_015_270523	S47	Online form Q1.9	Detrimental	The Applicant notes your response.	No
Morg_0166_016_270523	S47	Online form Q1.10	Detrimental	The Applicant notes your response.	No
Morg_0166_017_270523	S47	Online form Q1.11	Detrimental	The Applicant notes your response.	No
Morg_0166_018_270523	S47	Online form Q1.12	Detrimental	The Applicant notes your response.	No
Morg_0166_019_270523	S47	Online form Q1.13	Detrimental	The Applicant notes your response.	No
Morg_0169_001_280523	S47	Consult Online	Wholly supportive. Please do more of this. And lift the onshore wind farm ban, it is ridiculous.	The Applicant notes your response	No
Morg_0169_002_280523	S47	Consult Online	Wholly supportive. Please do more of this. And lift the onshore wind farm ban, it is ridiculous.	The Applicant notes your response	No
Morg_0170_002_280523	S47	Online form Q2	No comments.	The Applicant notes your response	No
Morg_0170_004_280523	S47	Online form Q4	I have concerns over the environmental impact in respect of disposal of the structures when they have reached the end of their use.	As a requirement of Section 105 of the Energy Act (2004), the Morgan Generation Assets will be decommissioned at the end of the operations and maintenance phase. A decommissioning plan will be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	
Morg_0170_006_280523	S47	Online form Q6	No further comments.	The Applicant notes your response.	No
Morg_0180_006_010623	S47	Online form Q6	This is the 2nd time this consultation is open again. Manx residents are against it.	The Applicant notes your response.	No
Morg_0180_015_010623	S47	Online form Q1.9	The whole project is a mess with many negative consequences.	The Applicant notes your response.	No
Morg_0180_017_010623	S47	Online form Q1.11	Interfering with all mentioned above.	The Applicant notes your response.	No
	S47	Consult Online	Please see attached response from the NFFO and the WFA	The Applicant notes your response.	No
Morg_0186_001_020623	S47	Online form Q1	Yes, please below avd [sic.] also heard windfarms are only 30% efficient so the expense paid out isn't a good return to make it worthwhile	The Applicant believes the project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.	No
Morg_0187_002_020623	S47	Online form Q3	Will it give more stable energy prices?	Over time, the build out of low carbon technologies – including our potential combined 5.9GW UK offshore wind capacity – will help increase homegrown renewable capacity in the UK and contribute to reducing dependency on power production technologies susceptible to price change.	No
Morg_0187_012_020623	S47	Online form Q1.11	No knowledge of this subject.	The Applicant notes your response	No
Morg_0189_001_030623	S47	Consult Online	We live at Bryn Y Pin Cottage, located within onshore cable corridor & large work compounds proposed alongside. Major concerns include: traffic volume increase & size/weight of vehicles on Roman Road-fast road notorious accident spot, limited visability-blind approaches from both directions from our property. Likely collision increase (numerous cyclist/bikes/horses etc). Noise levels, land vibration from increase traffic & construction (pipe & compound). Unsitely works/vehicles in peaceful beautiful area, destroying quiet enjoyment for many years. Light pollution. Air quality/pollution/increased allergens etc from land distrubance, construction, heavy vehicles etc. Environmental disturbance, numerous local bird species, including red kites & albino deer etc who all frequent the area proposed as work compound to the right of our land as shown on map. Archeological survey/watching briefs req'd for all contruction adj Roman rd. What compensation is to be offered?	This response appears to relate to the Mona Offshore Wind Project (which was accepted for examination on 21 March 2024). It has been forwarded to that project for information.	No
Morg_0190_001_030623	S47	Online form Q1	The consultation has been a disgrace. I live adjoining one of the areas being considered for a sub station. During the earlier consultation our estate did not receive a card. I wrote and complained. Yet again we did not receive a card. The card was unsuitable for purpose. It did not explain the potential impact of substations on my village. The consultation events did not include my village in Newton. This should have been anticipated. There was an opportunity to rectify this when the Parish Council asked for such a meeting. This was ignored. Several of us did turn up to the consultation events that had been arranged and complained. We were also ignored. This failure to engage meaningfully undermines the whole process and the consultation period should be extended to allow for meaningful consultation with my	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			village, including a proper explanation of what is proposed, to the whole village, and a consultation event.	The Morgan Generation Assets DCO Application includes an assessment of the potential impacts associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024.	
Morg_0190_002_030623	S47	Online form Q6	The consultation has been a disgrace. I live adjoining one of the areas being considered for a sub station. During the earlier consultation our estate did not receive a card. I wrote and complained. Yet again we did not receive a card. The card was unsuitable for purpose. It did not explain the potential impact of substations on my village. The consultation events did not include my village in Newton. This should have been anticipated. There was an opportunity to rectify this when the Parish Council asked for such a meeting. This was ignored. Several of us did turn up to the consultation events that had been arranged and complained. We were also ignored. This failure to engage meaningfully undermines the whole process and the consultation period should be extended to allow for meaningful consultation with my village, including a proper explanation of what is proposed, to the whole village, and a consultation event.	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. The Morgan Generation Assets DCO Application includes an assessment of the potential impacts associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024.	No
Morg_0199_001_040623	S47	Online form Q1	Please see my answers to the individual points.	The Applicant notes your response. Individual points addressed within feedback tables.	No
Morg_0199_002_040623	S47	Online form Q3	Go nuclear.	The Applicant notes your response.	No
Morg_0199_003_040623	S47	Online form Q4	Please don't just bury the broken components from the wind turbines, e.g. blades etc. That's not very "green".	As a requirement of Section 105 of the Energy Act (2004), the Morgan Generation Assets will be decommissioned at the end of the operations and maintenance phase. A decommissioning plan will be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	No
Morg_0200_002_040623	S47	Online form Q6	The sourcing of materials for manufacture and the installation is at odds with the clean energy claim. What developments are in place to achieve turbines that do not require the fuels currently used? What is you obsolescence plan given these structures only have an approximate 20 year life? Whilst some parts such as the blades have a shorter life and are known to	The Technical greenhouse gas assessment (Volume 4, Annex 12.1) and Climate change risk assessment (Volume 4, Annex 12.2) set out the information that is used to inform the climate change impact assessment. The climate change assessment considers carbon emissions associated with the manufacturing, construction, operation and decommissioning of the wind farm as well as the benefits of renewable energy generated in reducing carbon emissions (see Volume 2, Chapter 12: Climate change of the Environmental Statement).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			shatter/break off and cause a safety hazard when washed up on beaches, while the rest lie on the seabed. How and in what way is this eco friendly?	Section 105 of the Energy Act (2004) requires that the Morgan Generation Assets are decommissioned at the end of the operations and maintenance phase. A decommissioning plan must be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	
Morg_0201_003_040623	S47	Online form Q4	-	The Applicant notes your response.	No
Morg_0201_004_040623	S47	Online form Q5	-	The Applicant notes your response.	No
Morg_0201_006_040623	S47	Online form Q1.1	-	The Applicant notes your response.	No
Morg_0201_007_040623	S47	Online form Q1.2	-	The Applicant notes your response.	No
Morg_0201_008_040623	S47	Online form Q1.3	-	The Applicant notes your response.	No
Morg_0201_009_040623	S47	Online form Q1.4	-	The Applicant notes your response.	No
Morg_0201_010_040623	S47	Online form Q1.5	-	The Applicant notes your response.	No
Morg_0201_011_040623	S47	Online form Q1.6	-	The Applicant notes your response.	No
Morg_0201_013_040623	S47	Online form Q1.8	-	The Applicant notes your response.	No
Morg_0201_015_040623	S47	Online form Q1.10	-	The Applicant notes your response.	No
Morg_0201_016_040623	S47	Online form Q1.11	-	The Applicant notes your response.	No
Morg_0201_017_040623	S47	Online form Q1.12	-	The Applicant notes your response.	No
Morg_0202_001_040523	S47	Consult Online	I am pleased to support this proposal as an elected Green Party member of Lancaster City Council. Offshore wind generation is an important aspect of tackling the Climate Emergency.	The Applicant notes your response.	No
Morg_0208_001_060623	S47	Online form Q1	Inshore fisheries - Gillnetting, Mussels, bass. REDACTED Fisheries disruption through construction and impact on species WWIFCA engagement. Meeting to discuss? April-Sept. No cockles to Nov REDACTED Construction. Barrow catches still good. DISTURBANCE.	A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Don't want to loose fishery as a result of w turbines. Have not been engaged. Emailed REDACTED a month ago and no reply. Group of 5 fishermen		
Morg_0209_001_070623	S47	Online form Q1	Yes	The Applicant notes your response.	No
Morg_0209_002_070623	S47	Hardcopy form Q2	No	The Applicant notes your response.	No
Morg_0209_003_070623	S47	Hardcopy form Q3	As long as the company keeps its commitments + keeps local people informed.	The Applicant notes your response.	No
Morg_0209_004_070623	S47	Hardcopy form Q4	No - not at this stage	The Applicant notes your response.	No
Morg_0209_010_070623	S47	Hardcopy form Q1.10	Space + landscape from Maughold head + East Coast	The Applicant notes your response.	No
Morg_0209_011_070623	S47	Hardcopy form Q1.12	Over the last four years our winds have become stronger + more frequent	The Applicant notes your response.	No
Morg_0210_001_300623	S42	Email	Thank you for your letter and enclosures received 26 June 2023. Ofwat is the economic regulator for the water industry and as such we do not have comments to make on your consultation for a wind farm. We would suggest that you contact the Environment Agency for comments on your consultation stakeholders. Thank you for contacting Ofwat.	The Applicant notes your response.	No
Morg_0212_001_040823	S47	Email	Dear Hiring Manager, I hope this email finds you well. My name is REDACTED, and I am writing in response to a possible position as a WTG Technician at Morgan Offshore Wind. I am extremely passionate about green energy and its potential to create a sustainable future. The opportunity to work with Morgan Offshore Wind excites me as it would provide a remarkable chance to contribute to the growth of renewable energy initiatives. One of the aspects that particularly interests me about this role is the opportunity to work on call or away, if needed. I am fully prepared to travel to various project sites and have no issues with flexibility in my schedule to support Morgan Offshore Wind's endeavors. While my background may not include direct experience with Vestas Turbines, I possess a diverse skill set that I believe aligns well with the demands of the WTG Technician position. My qualifications include: - BT certification for OH / UG, including fibre splicing. - City & Guilds training for full fibre and structured cabling. - FOA internationally recognized CFOT qualification. - Full white card for civils / street works operative and supervisor. - NEBOSH / IOSH working safely certified. - Basic understanding of electronics. - Full soldering skills, including SMD and microscope.	The Applicant replied to the respondee on 23/08/2023 advising them that The Applicant was still developing the project proposals in preparation for the DCO application submission and were unable to confirm any employment opportunities until after planning consent has been achieved. The career pages at www.enbw.com/company/career/jobs-vacancies/ and www.bp.com/en/global/corporate/careers.html, were shared where the Applicant would be advertising any future job vacancies.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			- City & Guilds certifications in Computing, Networking, and Programming. Additionally, I am actively working towards obtaining the GWO certifications. I firmly believe in the significance of these certifications and their contribution to safety and competence in the wind energy industry. I am also excited about the prospect of working with Morgan Offshore Wind while managing my current business. As an entrepreneur, I have developed valuable skills in managing projects, teamwork, and problem-solving, which I believe will complement the work of a WTG Technician. My passion for green energy drives me to be part of projects that make a positive impact on the environment. I am eager to contribute my skills and knowledge to support Morgan Offshore Wind's commitment to renewable energy and sustainability. While I may not have direct wind turbine experience, I am confident that my expertise in fibre splicing, structured cabling, electronics, and my entrepreneurial background will enable me to adapt quickly and excel in the WTG Technician role. I would be thrilled to have the opportunity to discuss how my diverse qualifications, including the GWO certifications, can contribute to Morgan Offshore Wind's projects and the renewable energy industry. If you would like to know more about my background and experience, I kindly request the chance to speak with you via phone or an interview. Thank you for considering my application. I am eagerly looking forward to the opportunity to connect with you.		
Morg_0220_001_050923	S47	Email	I have received a letter about the technical error made with my feedback. I am not technically minded. Could you please send me a link that would get me straight to the question and the information required about the project to be able to respond again to my feedback. Your help would be greatly appreciated. I attempted to follow the information in the letter but with no success.	The Applicant responded on the 18/09/2023 directing the respondee to where information about feedback form question 1.14. could be found and advising on alternative ways to submit feedback.	No
Morg_0221_001_120923	S47	Email	Thank you for your letter of 25th August stating that you had lost feedback for Question 1, part 1.14 and offering me the opportunity to provide a response. Firstly it is very regrettable during a statutory consultation to simply 'lose' responses. This undermines the integrity of the consultation exercise and casts doubt on the competence of the exercise to provide feedback valuable to the process. It means that the ongoing consultation due to restart shortly is devoid of the ability to respond to feedback. The opportunity to provide feedback whilst welcome outside the context of the consultation as a whole I would be surprised if there is any meaningful take up. My comments would include potential damage to human health during the construction process, concerns about the magnetic fields caused by the lines and substations, and the damage to mental health caused by the intrusion of a massive substation to local residents.	Thank you for taking the time to respond to the consultation. Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No

D.24.2 Introduction and glossary table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0029_001_030523	S47	Email	I wish to register my support for all three projects - as a farmer and landowner I feel renewable energy should be a priority in the UK. Given the past impact on farmland caused by nuclear energy -and current storage issues of nuclear waste I believe we must invest in a safer infrastructure for future energy requirements.	Noted. Response received.	No
Morg_0030_001_040523	S42	Email	We have reviewed the documents provided, in so far as they relate to our remit. We are satisfied that the Generation Assets located in the Irish Sea fall beyond the extent of the remit of the Environment Agency, and we have no comment to make.	Noted. Response received.	No
Morg_0068_001_020623	S42	Email	We write on behalf of Ørsted Isle of Man (UK) Limited ("Ørsted") the developer of the proposed Isle of Man Offshore Windfarm, in response to your notification of a proposed application for a development consent order ("DCO") under section 48 of the Planning Act 2008. We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and the Isle of Man Offshore Windfarm. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation.	The Applicant notes your response. The Applicant has undertaken engagement with Ørsted Isle of Man (UK) Limited post PEIR.	No
Morg_0069_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Barrow. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.	The Applicant notes your response. The Applicant has undertaken engagement with Barrow Offshore Wind Farm post PEIR.	No
Morg_0069_002_020623	S42	Email	Introduction: Interaction between Barrow and the Morgan Offshore Wind Project. Barrow is an operational offshore wind farm with combined capacity of 90 MW and 30 wind turbine generators. Barrow holds a lease from the Crown Estate and operates pursuant to the below consents.	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0069_003_020623	S42	Email	Barrow is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Barrow consents (including consent conditions) and any stakeholder agreements entered into by Barrow are not adversely affected. Table reference - please see original response	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0069_004_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 30km from Barrow.	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0070_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Burbo Bank Extension. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED.		
Morg_0070_002_020623	S42	Email	Introduction: Interaction between Burbo Bank Extension and the Morgan Offshore Wind Project Burbo Bank Extension Burbo Bank Extension is an operational offshore wind farm with capacity of 258 MW and 32 wind turbine generators. Burbo Bank Extension holds a lease from the Crown Estate and operates pursuant to the below consents.	The Applicant notes your response.	No
Morg_0070_003_020623	S42	Email	Introduction: Interaction between Burbo Bank Extension and the Morgan Offshore Wind Project Burbo Bank Extension Burbo Bank Extension is an operational offshore wind farm with capacity of 258 MW and 32 wind turbine generators. Burbo Bank Extension holds a lease from the Crown Estate and operates pursuant to the below consents. Burbo Bank Extension is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Burbo Bank Extension consents (including consent conditions) and any stakeholder agreements entered into by Burbo Bank Extension are not adversely affected. Table reference - please see original response	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0070_004_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 61.6km from Burbo Bank Extension.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0071_002_020623	S42	Email	Introduction: Interaction between Burbo Bank and the Morgan Offshore Wind Project Burbo Bank Burbo Bank is an operational offshore wind farm with capacity of 90 MW and 25 wind turbine generators. Burbo Bank holds a lease from the Crown Estate and operates pursuant to the below consents. Burbo Bank is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Burbo Bank consents (including consent conditions) and any stakeholder agreements entered into by Burbo Bank are not adversely affected. Table reference - please see original response	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0071_003_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 56km from Burbo Bank.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	
Morg_0072_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Walney 3 and 4. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.	The Applicant notes your response.	No
Morg_0072_002_020623	S42	Email	Introduction: Interaction between Walney 3 and 4 and the Morgan Offshore Wind Project Walney 3 and 4 are operational offshore wind farms with combined capacity of 660 MW and 87 wind turbine generators. Walney 3 and 4 hold a lease from the Crown Estate and operate pursuant to the below consents. Walney 3 and 4 are expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Walney 3 and 4 consents (including consent conditions) and any stakeholder agreements entered into by Walney 3 and 4 are not adversely affected. Table reference - please see original response	The spatial aspects of the Walney 3 & 4 offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0072_003_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 7.6km from Walney 3 and 4.	Noted. Response received.	No
Morg_0073_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Walney 1 and 2. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED Via the email address REDACTED@orsted.com.	The Applicant notes your response.	No
Morg_0073_002_020623	S42	Email	Introduction: Interaction between Walney 1 and 2 and the Morgan Offshore Wind Project Walney 1 and 2 are operational offshore wind farms with combined capacity of 367 MW and 102 wind turbine generators. Walney 1 and 2 hold a lease from the Crown Estate and operate pursuant to the below consents. Walney 1 and 2 are expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Walney 1 and 2 consents (including consent conditions) and any stakeholder	The spatial aspects of the Walney 1 & 2 offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			agreements entered into by Walney 1 and 2 are not adversely affected. Table reference - please see original response Proximity The Morgan Offshore Wind Project array area is expected to be 11.2km from Walney 2 offshore wind farm and 15.5km from Walney 1 offshore wind farm.		
Morg_0074_001_230523	S42	Email	We as Vodafone would like to introduce ourselves as stakeholders within both your offshore and onshore indicative areas for your export cable(s) route, landing position, grid connection areas and potentially your wind development sites. We would like to take this opportunity to not only establish contact with your team but also notify you of our presence within the Irish Sea, surrounding your offshore wind site proposals. We own submarine cable assets across the UK coast and more specifically run the maintenance and operations for the 'LANIS' submarine fibre optic cable which connects Blackpool, UK to the Isle of Man. For future correspondence regarding our assets, please direct any queries to myself, REDACTED and REDACTED.	The Applicant has engaged with Vodafone as part of the Morgan Offshore Wind Project (including the Transmission Assets) in June 2023 and an introductory presentation was held in November 2023 (for the Transmission Assets, but context was provided for the Morgan Generation Assets). The LANIS 1 cable is 2.4km from the southern boundary of the Morgan Generation Assets, so any further correspondence will be associated with the Transmission Assets to engage on proximity and crossing agreements.	No
Morg_0075_001_030623	S47	Email	We note that you are currently undertaking public consultation on the proposed Morgan Offshore Wind Nationally Significant Infrastructure Project (NSIP). This letter constitutes Scottish Power Renewables (WODS) Limited's (SPR WoDS) response to that consultation. SPR WoDS is one of the owners of the West of Duddon Sands Offshore Windfarm (WoDS). WoDS is an NSIP for which development consent was granted in September 2008. The Order grants consent for electricity generation with an installed capacity of up to 500MW. Given this, SPR WoDS would request that both it and Morecambe Wind Limited (as the operator of WoDS) are each treated as Interested Parties and included in all future consultations in relation to this project. SPR WoDS recognises the importance of the proposed Morgan Offshore Wind development, however it is imperative that the works do not compromise the operation of WoDS which is already delivering substantial renewable energy benefits and is contributing to meeting the national need for renewable energy identified and committed to by the UK Government.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_001_020623	S42	Email	Introduction: Interaction between West of Duddon Sands and the Morgan Offshore Wind Project West of Duddon Sands West of Duddon Sands is an operational offshore wind farm with capacity of 389 MW and 108 wind turbine generators. West of Duddon Sands holds a lease from the Crown Estate and operates pursuant to the below consents.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_002_020623	S42	Email	West of Duddon Sands is expected to continue to operate to the full extent of its consents and licences, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus, any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be considered by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the West of Duddon Sands consents (including consent conditions) and any stakeholder agreements entered for the benefit of West of Duddon Sands are not adversely affected.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0090_001_040623	S47	Email	Further to your invitation of views to this proliferation of wind farm projects, I must inform you that I am in total disagreement with any of these plans.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0090_002_040623	S47	Email	Climate change, as pushed by the mainstream media, is, of course, a hoax with which to upgrade fear in the public domain and brainwash the masses in readiness for a much bigger agenda; as well as distracting them from the main agenda.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_003_040623	S47	Email	The earth has had periods of imbalance throughout history, but nature will always correct this of its own accord if left to its own programming.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_004_040623	S47	Email	he necessity for a so-called Net Zero is pure invention and in itself a threat to the delicately balanced CO2 level required for life, of which we are demonised on a daily basis. However, if we significantly reduce the CO2 from its current level, nothing will be able to survive - including mankind.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_005_040623	S47	Email	But of course there's eye-rolling amounts of money to be made from these projects as the obscenity of greed overtakes many people in another area of our lives; whilst the common man struggles to barely stay alive.	The Applicant notes your response.	No
Morg_0090_006_040623	S47	Email	Locally, it is to be noted that all of these projects will interfere greatly with our vital shipping links to the UK, but this does not appear to bother you greatly. Why should it? Your companies will rake in eye-watering amounts of money for shareholders and senior management. And, of course, you don't have to live on the Island.	The Applicant notes your response. The EIA for shipping and navigation are presented in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement.	No
Morg_0090_007_040623	S47	Email	However, you may be aware of long term plans issued by the UK government some time ago which stipulated that the period leading up to the ubiquitous 2030 will see the demise of all airports except for Belfast, Edinburgh and one in London. One assumes that Ronaldsway Airport on the Isle of Man will also cease to exist.	The Applicant notes your response.	No
Morg_0090_008_040623	S47	Email	Furthermore, during this same period, shipping is also to be reduced with freight being increasingly moved by rail. Between 2030- 2049 shipping will be removed completely and all freight will be moved only by rail.	The Applicant notes your response.	No
Morg_0090_009_040623	S47	Email	So, where does that leave the Isle of Man, which cannot possibly rely upon a rail link?	The Applicant notes your response.	No
Morg_0090_010_040623	S47	Email	As expressed elsewhere wind farms are a very real danger to bird life, ugly monstrosities on either a land or sea scape, and impossible to recycle at the end of what is a very short lifespan.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and visual impacts on seascape and landscape are presented in Volume 2, Chapter 5: Offshore ornithology and Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement respectively.	No
Morg_0090_011_040623	S47	Email	I envisage by that time that the population of this Island may well be forcibly removed.	The Applicant notes your response.	No
Morg_0090_012_040623	S47	Email	As expressed elsewhere wind farms are a very real danger to bird life, ugly monstrosities on either a land or sea scape, and impossible to recycle at the end of what is a very short lifespan.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and visual impacts on seascape and landscape are presented in Volume 2, Chapter 5: Offshore ornithology and Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement respectively.	No
Morg_0090_013_040623	S47	Email	Inevitably, I do not believe that my comments will be taken into consideration as it differs markedly with your company's aims and world agenda. However, I am using my right to free speech (whilst we have it) to express my personal views.	The Applicant notes your response	No
Morg_0091_001_030623	S47	Email	I am setting out 7 reasons why these schemes do not work well at all. The projects are not cost affective by requiring massive infrastructure investment and with the rapid advances in technology plans can be quickly become out of date. How is it with all the wind farms we have	The Applicant notes your response. The EIA and mitigation measures relating to socio-economics are presented in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			already built 'business leaders claim UK's wind farms do not help the economy'. (please find the YouTube report by typing in the highlighted text)		
Morg_0091_002_030623	S47	Email	I will provide seven links to short and easy to follow videos which covers each of the reasons why I believe these types of developments are not required. I am referring to all three of the above development options. I object also to any proposals that blot the landscape with eye sores such as these off shore projects or otherwise.	The Applicant notes your response. The EIA and mitigation measures relating to seascape and landscape visual impacts are presented in Volume 2: Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0091_003_030623	S47	Email	Firstly, and most importantly please allow me to deal with why these developments are springing up. It is because of the fantasy land 'net zero' that will never be reached. Even if it net zero were to be attained what happens then? No one has answered that question.	The Applicant notes your response. Information relating to net zero, the UK's net zero targets and the avoided emissions associated with the operation of the Morgan Generation Assets are presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_004_030623	S47	Email	There is no evidence whatsoever of any global warming. Climate change is a natural constant that has been occurring over millions of years. We are constantly in weather cycles caused by solar activity and adjustments with the Earth's axis, and weather temperatures fluctuate naturally over time. There is evidence of the WEF and other globalist supporting elites re-writing history to suit there agenda regarding weather data.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_005_030623	S47	Email	It does not make any sense that in only 2000 years of existence such a short period of time in Earths history claims are being made that already the planet is heading for a disaster. It seems there is very obviously a narrative of disinformation and an agenda to make a quick buck while the climate craze is the narrative of the day.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0091_006_030623	S47	Email	I believe what is being attempted is political, it is being orchestrated by an elite few of which there are only about 2000 people usually born into their riches. They are globalists and there is a tyrannical movement to try to assert power and control over the masses. This is not a conspiracy theory when the agenda is set out by the WHO and the WEF for all to read clearly under the guise of The Great Reset.	The Applicant notes your response.	No
Morg_0091_007_030623	S47	Email	It seems to me to be ludicrous to construct developments like this. The whole wind power thing sounds ideal but it isn't a good idea at all it does not work when the wind stops blowing. It is very expensive to manufacture and costly to service the infrastructure. It's greatest downfall is when the wind stops blowing as it frequently does during a high pressure weather cycles you cannot store the energy that has been created. You have to sell it to other countries usually in the EU. The leaders of those countries know there is no ability to store excess wind power and also know we have to sell it and so bang goes our bargaining capability. Then should we end up heavily dependant upon schemes like what is proposed the reverse happens. We have to buy energy back when we desperately need it and this is usually at inflated prices because once again we have no ability to negotiate a competitive price.	The Applicant notes your response. The EIA and mitigation measures relating to socio-economics are presented in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0091_008_030623	S47	Email	I do not believe your industry is green at all. The turbines consist of components such as fibreglass, plastics, many other treated components which when in conditions out at sea can fail very quickly and will pollute the seas as bits flake off and fall into the water. No doubt this will be toxic for fish and birds. In my lifetime I have witnessed a transformation to the quality of water which is the Irish sea along the beach at Southport, which is where the 'bits' will end up. We have cleaned up our waters but will undo all this good planning with these types of projects. We seem to be spiralling downwards by spending on projects such as any of these three options.	The Applicant notes your response. Accidental spills and potential contaminant release during construction, operation and maintenance and decommissioning phases is managed by the implementation of measures set out in post-consent plans, secured through conditions within the marine licence (e.g. offshore Environmental Management Plan, including a Measures Marine Pollution Contingency Plan (MPCP)), thus providing protection for marine life across all phases of the Morgan Generation Assets.	No
Morg_0091_009_030623	S47	Email	Whilst I am referring to the effects on wildlife what studies have been carried out with regard to the migration of 10,000's of pink footed geese from Iceland in September each year. It is well known they settle on the shores of this particular region. At Marten Mere as an example. They find food during the winter months here and only return to Iceland in March. How many 1000's are going to be chopped down by these hideous mills of death. I would like to know what studies	The Applicant notes your response. The EIA and mitigation measures relating to bird life are presented in Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			have been carried out. What measures are there to avert the death of the wildlife such as the pink footed geese. Green is not a nice colour when combined with the colour of blood.		
Morg_0091_010_030623	S47	Email	No amount of wind farms are going to be able to provide enough power for these British islands. Britain is only responsible for 3% of the worlds carbon emissions. Yet we shut down our power stations when we have plenty of natural resources but import wood pellets all the way from Brazil for use at one remaining power station Drax, We send our waste sometimes half way around the globe to be recycled. We are shooting ourselves in the foot repeatedly and impoverish ourselves at the same time striving for fantasy land net zero. While Germany continue to use thermal powered power stations and have over 100 and China are on a trajectory of over 200 coal powered stations. This makes no sense. (a) https://www.dw.com/en/germany-reactivates-coal-fired-power-plant-to-save-gas/a-62893497 (b) https://en.wikipedia.org/wiki/List_of_power_stations_in_Germany#Thermal	The Applicant notes your response.	No
Morg_0091_011_030623	S47	Email	The Dinorwig power station, also known as Electric Mountain, is the biggest hydroelectric facility and the fastest power-generating asset in the UK, capable of delivering up to 1,728MW of electricity in just 16 seconds. Operating since 1984, it is a pumped-storage hydropower facility built in caverns inside the Elidir Fawr mountain in Dinorwig, Llanberis, in north Wales. It comprises six pump-turbine units housed in the main cavern, which is considered to be the biggest man-made cavern in Europe. (c) https://www.carbonbrief.org/mapped-worlds-coal-power-plants/ https://rumble.com/v1rp9lc-when-the-wind-stops-pt7-is-anybody-doing-the-maths.html	The Applicant notes your response.	No
Morg_0091_012_030623	S47	Email	The Climate Realism Series 1 - 7 PART 1 https://rumble.com/v1smwdy-climate-realism-series-when-the-wind-stops-pt1-not-economical-to-store-surp.html PART 2 https://rumble.com/v1smxgk-climate-realism-series-when-the-wind-stops-pt2-not-economical-to-store-surp.html PART 3 https://rumble.com/v1smydw-climate-realism-series-when-the-wind-stops-pt3-not-economical-to-store-surp.html PART 4 https://rumble.com/v1smz2w-climate-realism-series-paul-burgess-when-the-wind-stops-pt4-we-have-to-pay-.html PART 5 https://rumble.com/v1sn2em-climate-realism-series-paul-burgess-when-the-wind-stops-pt5-dinorwig-power-.html PART 6 https://rumble.com/v1qsspm-when-the-wind-stops-part-6-useless-wind-farm-energy-production-explained-de.html PART 7 https://rumble.com/v1rp9lc-when-the-wind-stops-pt7-is-anybody-doing-the-maths.html These are important videos because it totally exposes the absurdity of storing wind energy to even out it's supply. The producer REDACTED found at the original YouTube source url below says like always, he will answer any questions on the subjects raised within the videos. REDACTED has great experience of managing the Dinorwig Power Station just down the coast and so is also familiar with this coast line, why has nobody bothered to contact him?	The Applicant notes your response.	No
Morg_0091_013_030623	S47	Email	The Dinorwig power station, also known as Electric Mountain, is the biggest hydroelectric facility and the fastest power-generating asset in the UK, capable of delivering up to 1,728MW of electricity in just 16 seconds. Operating since 1984, it is a pumped-storage hydropower facility built in caverns inside the Elidir Fawr mountain in Dinorwig, Llanberis, in north Wales. It comprises six pump-turbine units housed in the main cavern, which is considered to be the biggest man-made cavern in Europe.	The Applicant notes your response.	No
Morg_0091_014_030623	S47	Email	If you have multiple questions please post each on a different post - it make it easier for others to follow	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0091_015_030623	S47	Email	Original Source: https://youtu.be/ZddN57phd7Q	The Applicant notes your response.	No
Morg_0092_001_040623	S47	Email	Evening REDACTED, Many thanks for your work to ensure the response was submitted before this weekend's deadline. Much appreciated. Thanks. REDACTED PS - Have you any news update regarding the Mona response?	The Applicant notes your response.	No
Morg_0096_006_050623	S42	Email	Transport There does not appear to have been an assessment of the onshore transport movements and potential impacts associated with construction of the offshore components of the project. Quarried rock and other construction materials will be needed in large quantities and if sourced from local suppliers would need to be transported by road or rail to a suitable port, potentially Barrow. This could have significant impacts upon local roads, but has not been assessed. Whilst experience with previous offshore windfarms has not resulted in such impacts upon Westmorland and Furness, without clarity on where large volumes of construction materials will be sourced, it cannot be ruled out. Provision was made in the Walney Extension Development Consent Order for managing potential impacts relating to transport of materials to port and this should be considered for Morecambe and Morgan.	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. The Morgan Generation Assets DCO Application includes an assessment of the potential impacts and cumulative effects associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024. Matters raised will be considered in the appropriate ES for the application submissions.	No
Morg_0096_007_050623	S42	Email	Environment The Morecambe and Morgan applications have the potential to directly and indirectly impact on their surrounding environment. It is noted that an Environmental Impact Assessment Scoping Report was produced that identifies areas for onshore and offshore assessment for physical, human and ecological consideration, and which has been used to inform the preparation of a Preliminary Environmental Information Report (PEIR). Areas for consideration include marine archaeology, ecology and environment, air quality, flood risk, traffic and transport, noise (including underwater noise), visual impact and socio-economic impact, both during and post-construction. Given the proximity of the proposed developments to Westmorland and Furness and the potential level of interaction between the area and the project, these assessments should include full consideration of the impacts to maximise benefits and ensure appropriate mitigation	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			within the Westmorland and Furness Council area as well as in other areas and within and in proximity to the proposed development sites (both onshore and offshore). In particular, impacts from the sites may have the potential for wider reaching direct and indirect impacts within Morecambe Bay which must be fully taken into consideration and mitigated.	maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. The Morgan Generation Assets DCO Application includes an assessment of the potential impacts and cumulative effects associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024. Matters raised will be considered in the appropriate ES for the application submissions.	
Morg_0101_009_200423	S47	Online form Q1.12	Wave power, nuclear power is more environmentally friendly. More wind farms are not required and are not efficient.	The Applicant notes your response.	No
Morg_0102_001_210423	S47	Consult Online	Please get these three wind farms built as soon as possible. A huge opportunity to contribute to the UK's energy independence, lower energy prices, and Green targets. All objections can be reasonably overcome with a bit of thought and the latest technology.	The Applicant notes your response.	No
Morg_0103_001_210423	S47	Online form Q1	Strongly in favour of wind farms, as they are an essential part of a package to help deal with climate change	The Applicant notes your response.	No
Morg_0103_004_210423	S47	Online form Q1.3	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_005_210423	S47	Online form Q1.4	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_006_210423	S47	Online form Q1.5	Wildlife will be greatly affected if we don't tackle climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_009_210423	S47	Online form Q1.12	These types of projects are essential to help deal with climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12).	No
Morg_0103_010_210423	S47	Online form Q1.13	We won't have tourism and recreation if we don't deal with climate change	The Applicant notes your response. The assessment of potential impacts in relation to climate change are set out within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). Potential impacts in relation to tourism are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13).	No
Morg_0105_001_220423	S47	Consult Online	I am in favour	The Applicant notes your response.	No
Morg_0108_002_230423	S47	Online form Q2	-	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0108_003_230423	S47	Online form Q3	-	The Applicant notes your response.	No
Morg_0108_004_230423	S47	Online form Q4	-	The Applicant notes your response.	No
Morg_0108_007_230423	S47	Online form Q1.1	-	The Applicant notes your response.	No
Morg_0108_008_230423	S47	Online form Q1.2	-	The Applicant notes your response.	No
Morg_0108_009_230423	S47	Online form Q1.3	-	The Applicant notes your response.	No
Morg_0108_010_230423	S47	Online form Q1.4	-	The Applicant notes your response.	No
Morg_0108_011_230423	S47	Online form Q1.5	-	The Applicant notes your response.	No
Morg_0108_012_230423	S47	Online form Q1.6	-	The Applicant notes your response.	No
Morg_0108_014_230423	S47	Online form Q1.8	-	The Applicant notes your response.	No
Morg_0108_015_230423	S47	Online form Q1.9	-	The Applicant notes your response.	No
Morg_0108_016_230423	S47	Online form Q1.10	-	The Applicant notes your response.	No
Morg_0108_017_230423	S47	Online form Q1.11	-	The Applicant notes your response.	No
Morg_0108_018_230423	S47	Online form Q1.12	-	The Applicant notes your response.	No
Morg_0108_019_230423	S47	Online form Q1.13	-	The Applicant notes your response.	No
Morg_0122_001_020523	S47	Online form Q1	In general I do not object to Wind Farms providing rubbish is not thrown into the sea, but this one could cause an increase in pollution	The Applicant notes your response. Accidental spills and potential contaminant release during construction, operation and maintenance and decommissioning phases is managed by the implementation of measures set out in post-consent plans, secured through conditions within the marine licence (e.g. offshore Environmental Management Plan, including a Measures Marine Pollution Contingency Plan (MPCP)), thus providing protection for marine life across all phases of the Morgan Generation Assets.	yes
Morg_0123_005_020523	S47	Online form Q1.11	The construction, installation and maintenance of yet more wind turbines makes a mockery of moves toward sustainable energy, since there is no practical way to store the energy when wind is not blowing at suitable levels - yet at enormous energy cost in creating this new short-life infrastructure	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0125_001_040523	S47	Online form Q5	No. Just common sense snd [sic.] good use of public money if it's involved.	The Applicant notes your response.	No
Morg_0125_002_040523	S47	Online form Q6	I don't want more turbines	The Applicant notes your response.	No
Morg_0125_006_040523	S47	Online form Q1	This is a non issue. We need cheap, reliable energy sources. Fossil fuels, especially gas, are very clean as the technologies have evolved to the point where they are clean and efficient and easily fixed if things go wrong.	The Applicant notes your response.	No
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0136_004_110523	S47	Online form Q6	I heartily endorse any attempt to switch to green energy provided ecology is not damaged. I would appreciate more widely accessible info on future stages.	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement - Volume 2, Chapter 4: Marine mammals of the Environmental Statement - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No
Morg_0139_001_130523	S47	Consult Online	I may be too far south to be relevant, but I'm all for wind farms, especially at sea. Good luck.	The Applicant notes your response.	No
Morg_0144_005_170523	S47	Online form Q1.4	Harmful as well you know	The Applicant notes your response. The Environmental Statement provides details of the potential impact of the project.	No
Morg_0144_007_170523	S47	Online form Q1.6	Affected	The Applicant notes your response.	No
Morg_0146_002_180523	S47	Online form Q1	While I agree with the development, growth and expansion of renewable forms of energy, consideration needs to be given to the wider impact of such schemes on stakeholders and stakeholder communities and I don't think that balance of consideration has been given to this proposal.	The Applicant notes your response. The engagement that has informed the assessment is detailed within the Consultation report (Document Reference E3) and the Technical engagement plan (Document Reference E4).	Yes
Morg_0147_001_180523	S47	Online form Q2	No comment.	The Applicant notes your response.	No
Morg_0147_002_180523	S47	Online form Q3	No comment.	The Applicant notes your response.	No
Morg_0147_003_180523	S47	Online form Q4	No comment.	The Applicant notes your response.	No
Morg_0147_005_180523	S47	Online form Q6	No comment.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0149_003_190523	S47	Online form Q5	As per 1 above.	The Applicant notes your response.	No
Morg_0154_001_230523	S47	Consult Online	Subject to the normal safeguards happy with the proposal	The Applicant notes your response.	No
Morg_0155_004_230523	S47	Online form Q4	No I hope it doesn't go ahead.	The Applicant notes your response.	No
Morg_0155_007_230523	S47	Online form Q1.1	N/k	The Applicant notes your response.	No
Morg_0155_008_230523	S47	Online form Q1.2	N/k	The Applicant notes your response.	No
Morg_0155_009_230523	S47	Online form Q1.3	N/k	The Applicant notes your response.	No
Morg_0155_010_230523	S47	Online form Q1.4	N/k	The Applicant notes your response.	No
Morg_0155_011_230523	S47	Online form Q1.5	N/k	The Applicant notes your response.	No
Morg_0155_012_230523	S47	Online form Q1.6	N/k	The Applicant notes your response.	No
Morg_0155_014_230523	S47	Online form Q1.8	N/k	The Applicant notes your response.	No
Morg_0155_017_230523	S47	Online form Q1.11	U/k	The Applicant notes your response.	No
Morg_0155_018_230523	S47	Online form Q1.12	U/k	The Applicant notes your response.	No
Morg_0164_009_270523	S47	Online form Q1.12	Helpful in increasing green energy availability	The Applicant notes your response.	No
Morg_0169_001_280523	S47	Consult Online	Wholly supportive. Please do more of this. And lift the onshore wind farm ban, it is ridiculous.	The Applicant notes your response.	No
Morg_0169_002_280523	S47	Consult Online	Wholly supportive. Please do more of this. And lift the onshore wind farm ban, it is ridiculous.	The Applicant notes your response.	No
Morg_0170_002_280523	S47	Online form Q2	No comments.	The Applicant notes your response.	No
Morg_0170_006_280523	S47	Online form Q6	No further comments.	The Applicant notes your response.	No
Morg_0180_015_010623	S47	Online form Q1.9	The whole project is a mess with many negative consequences.	The Applicant notes your response.	No
Morg_0180_017_010623	S47	Online form Q1.11	Interfering with all mentioned above.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0186_001_020623	S47	Online form Q1	Yes, please below avd [sic.] also heard windfarms are only 30% efficient so the expense paid out isn't a good return to make it worthwhile	The Applicant believes the project can play a role in the energy transition by delivering a significant volume of offshore wind in support of the UK Government's Net Zero by 2050 target and commitment to deliver up to 50 gigawatts (GW) of offshore wind by 2030.	No
Morg_0187_012_020623	S47	Online form Q1.11	No knowledge of this subject.	The Applicant notes your response.	No
Morg_0199_001_040623	S47	Online form Q1	Please see my answers to the individual points.	The Applicant notes your response. Individual points addressed within feedback tables.	No
Morg_0199_002_040623	S47	Online form Q3	Go nuclear.	The Applicant notes your response.	No
Morg_0200_002_040623	S47	Online form Q6	The sourcing of materials for manufacture and the installation is at odds with the clean energy claim. What developments are in place to achieve turbines that do not require the fuels currently used? What is you obsolescence plan given these structures only have an approximate 20 year life? Whilst some parts such as the blades have a shorter life and are known to shatter/break off and cause a safety hazard when washed up on beaches, while the rest lie on the seabed. How and in what way is this eco friendly?	The Technical greenhouse gas assessment (Volume 4, Annex 12.1) and Climate change risk assessment (Volume 4, Annex 12.1) set out the information that is used to inform the climate change impact assessment. The climate change assessment considers carbon emissions associated with the manufacturing, construction, operation and decommissioning of the wind farm as well as the benefits of renewable energy generated in reducing carbon emissions (see Volume 2, Chapter 12: Climate change of the Environmental Statement). Section 105 of the Energy Act (2004) requires that the Morgan Generation Assets are decommissioned at the end of the operations and maintenance phase. A decommissioning plan must be submitted to and approved by the Secretary of State for the Department for Energy Security and Net Zero, a draft of which will be submitted prior to the construction of the Morgan Generation Assets. The decommissioning plan and programme will be updated during the Morgan Generation Assets lifespan to take account of changing best practice and new technologies. The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.	No
Morg_0202_001_040523	S47	Consult Online	I am pleased to support this proposal as an elected Green Party member of Lancaster City Council. Offshore wind generation is an important aspect of tackling the Climate Emergency.	The Applicant notes your response.	No
Morg_0209_010_070623	S47	Hardcopy form Q1.10	Space + landscape from Maughold head + East Coast	The Applicant notes your response.	No
Morg_0209_011_070623	S47	Hardcopy form Q1.12	Over the last four years our winds have become stronger + more frequent	The Applicant notes your response.	No

D.24.3 Project description table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0005_004_310523	S42	Email	Layout. The turbine layout design will require MCA agreement prior to construction to minimise the risks to surface vessels, including rescue boats, and Search and Rescue aircraft operating within the site. As such, MCA will seek to ensure all structures are aligned in straight rows and columns, including any platforms. Any additional navigation safety and/or Search and Rescue requirements, as per MGN 654 Annex 5, will be agreed at the approval stage.	The Applicant has committed to two lines of orientation in the layout of structures within the Morgan Array Area to address potential impacts on search and rescue and shipping and navigation. The MCA will be consulted on the final layout for approval prior to construction.	Yes
Morg_0005_005_310523	S42	Email	Cumulative Impacts. MCA is concerned at this stage on the cumulative impacts of the proposed Morgan, Mona and Morecambe wind farm projects to the safety of navigation in the area, specifically on the reduction of safe navigable sea space and increased collision risk. The traffic density is significant within the area with strategically important passenger and cargo routes between the UK, Isle of Man, Northern Ireland and the Republic of Ireland. The current boundaries of all three wind farms cumulatively pose unacceptable risks to navigation for these passenger and cargo routes.	The developers of the Morgan, Morgan and Morecambe Offshore Wind Projects have recognised the potential cumulative impacts on shipping and navigation to both commercial and safety receptors. As such, a Cumulative Regional NRA (CRNRA) was undertaken collaboratively by the three projects and was presented within the PEIR. Following the PEIR and S42 responses, all three projects have committed to modifications to their respective array area boundaries to increase searoom and minimise the potential cumulative impacts to shipping and navigation receptors. The effects associated with these boundary changes are presented in the updated NRA and appended CRNRA (Volume 4, Annex 7.1), and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0005_007_310523	S42	Email	Safety Zones. Safety zones during the construction, maintenance and decommissioning phases are supported, however it should be noted that operational safety zones may have a maximum 50m radius from the individual turbines. A detailed justification would be required for a 50m operational safety zone, with significant evidence from the construction phase in addition to the baseline NRA required supporting the case.	The Applicant notes your response. The Applicant's intentions regarding safety zones are set out in the Safety Zone Statement (Document Reference J5) submitted alongside the application.	No
Morg_0052_040_310523	S42	Email	The MMO would expect the clearance of any unexploded ordnance (UXO) (if required) to be the subject of a separate marine licence application. Upon submitting said application, supporting evidence and an appropriate assessment of impacts to fish from UXO should be submitted to the MMO.	UXO clearance is included in the application for consent to ensure all pre-construction activities are covered. Underwater sound modelling has been undertaken for UXO clearance and injury ranges are presented to support the EIA and HRA.	No
Morg_0052_070_310523	S42	Email	General Comments Major Comments The MMO notes that during the decommissioning methodology, it is said that the wind turbines will be cut below seabed level. As this plan involves leaving infrastructure in place, impacts should be assessed for post-decommissioning. This is because any infrastructure will remain a hazard to navigation and fishing gear, preventing future fishing activity in the area, beyond the lifespan of the windfarm.	Piled foundations would likely be cut below the seabed at a level that means they will not create a hazard for fishing or shipping. See Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0066_034_020623	S42	Email	The Maximum Design Scenario's (MDS) for sandwave clearance and other seabed preparation activities is exceptionally large. While we support the use of sandwave levelling as a form of mitigation measure to reduce the likelihood of using cable protection; there is a considerable amount of sandwave clearance and seabed preparation footprint proposed. We advise that all efforts should be made to avoid areas of sandwaves or minimise the need for clearance by micro-routing cables. Therefore, we encourage refinement of the MDS as much as possible using project specific acoustic data. Full consideration should also be given to relocation of any disposal material and impacts that my have. We advise where possible disposal is within area of similar sediment type and within the same sediment system.	The Volume of sandwave clearance required has been refined from the PEIR to the Environmental Statement. The sandwave clearance width and the proportion of inter-array cables requiring sandwave clearance have been reduced. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sandwaves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_036_020623	S42	Email	Where the cable corridor crosses an area of high- density boulders and coarse material, we recommend the developer considers micro-siting if there is capacity within the planned cable corridor. We note that the developer has stated boulder clearance would occur within the footprint of installation activities. However, specific boulder clearance methodology and the location for boulder deposition should clearly be stated within the Application. Boulder clearance methodology and location of boulder deposition should be clearly stated within the ES along with further details for micro-siting of cables if applicable.	Boulders may be picked up one by one and moved to the side of the Morgan Array Area or removed using a plough where boulders will be pushed out of the way. All boulders will remain in the marine environment. Further information relating to boulder clearance is presented in Volume 1, Chapter 3: Project Description of the Environmental Statement.	No
Morg_0066_037_020623	S42	Email	Chapter 3 (general) Some key parameters for Morgan Generation Assets are clearly defined while others are vaguely defined due to the project requiring flexibility in design, and pending further data analysis from surveys. We advise that parameters and MDS are clearly defined in the final ES. Natural England highlight the risk that the additional data analysis could have potential to change the conclusions of the Environmental Statement from those set out in the PEIR, which could cause potential delays to the project.	The maximum design scenarios (MDS) have been refined from the PEIR to the Environmental Statement. The MDS for each topic is presented within the assessment chapter within Volume 2, Chapters 1 - 15 of the Environmental Statement.	No
Morg_0066_038_020623	S42	Email	Chapter 3, Table 3.3 Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features. This should be included in the within the final application.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Development of, and adherence to, a UXO clearance method statement is a requirement of the DMLs in the draft DCO (Document Reference C1).	No
Morg_0066_039_020623	S42	Email	Chapter 3, Section 3.6.3.5 We welcome the developer's consideration for innovative, low order UXO clearance methods such as deflagration and welcome further stakeholder consultation around these techniques should they be suitable. Follow up UXO clearance methodology through the EPP process and with stakeholders in statutory and non-statutory consultations.	The Applicant notes your response. Development of, and adherence to, a UXO clearance method statement is a requirement of the DMLs in the draft DCO (Document Reference C1).	No
Morg_0066_040_020623	S42	Email	Chapter 3, Section 3.6.4 Where the cable corridor crosses an area of high-density boulders and coarse material, we recommend the developer considers micro-siting if there is capacity within the planned cable corridor. We note that the developer has stated boulder clearance would occur within the footprint of installation activities. However, specific boulder clearance methodology and the location for boulder deposition should clearly be stated within the Application. Boulder clearance methodology and location of boulder deposition should be clearly stated within the ES along with further details for micro-siting of cables if applicable.	Boulders may be picked up one by one and moved to the side of the Morgan Array Area or removed using a plough where boulders will be pushed out of the way. All boulders will remain in the marine environment. Further information relating to boulder clearance is presented in Volume 1, Chapter 3: Project Description of the Environmental Statement.	No
Morg_0066_041_020623	S42	Email	Chapter 3, Section 3.6.4, Table 3.4 MDS for boulder clearance has not been defined, it has been assumed this falls within the seabed preparation footprint. However, MDS for boulder clearance should also include	Boulders may be picked up one by one and moved to the side of the Morgan Array Area or removed using a plough where boulders will be pushed out of the way. All boulders will remain in the marine environment. Further	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			consideration for the fate of removed boulders. For example, location of deposits, boulder size. We advise that acoustic data should allow for specific locations requiring boulder clearance and refinement of the MDS. Total area of impact should consider where the boulders are placed, as well as where they are removed from.	information relating to boulder clearance is presented in Volume 1, Chapter 3: Project Description of the Environmental Statement.	
Morg_0066_042_020623	S42	Email	Chapter 3, Table 3.11, 3.14, 3.16 and 3.18 It is not clear whether secondary scour has been included in the project description and MDS parameters. The project description only refers to scour protection. We advise that secondary scour protection impacts are scoped in and included in the MDS parameters. If they are included within the project description, this should be clearly stated and defined.	This was scoped out of the assessment. There is a commitment to provide scour protection and the effectiveness in limiting residual or secondary scour is subject to site specific detailed design. See the Mitigation and Monitoring Schedule (Document Reference J6).	No
Morg_0066_043_020623	S42	Email	Chapter 3, Table 3.4 We note that the MDS for sandwave clearance is based on the assumption that up to 50% of the inter-array, 60% of the interconnector and 60%of foundation locations may require sandwave clearance. The MDS for sandwave clearance width – inter-array across an impact width is 104m. These are exceptionally large areas when compared to other offshore windfarm projects. Can you please clarify and refine down this substantial MDS for sandwave clearance in the final application. We advise that site-specific geophysical survey data should be used to refine the MDS. The extent and location of sediment disturbance (area, volume) should be provided for affected MPAs/features (e.g. West of Copeland MCZ and West of Walney MCZ). Natural England also queries how will the sediment be retained within designated sites to ensure that the sandbanks will fully recovery i.e., have the same structure and function.	The volume of sandwave clearance required has been refined from the PEIR to the Environmental Statement. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement.	No
Morg_0066_044_020623	S42	Email	Chapter 3, Table 3.26 and 3.27 The MDS for O&M activities does not seem to include maintenance of external cable protection or remedial cable protection. We advise that these need to be considered and assessed.	Details of the potential impacts from operations and maintenance activities including cable repair are discussed in Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement. Assessment of the potential impacts is presented in sections 2.9.2 and 2.9.3 of the chapter.	No
Morg_0066_072_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Chapter 3, Table 3.3 Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features. This should be included in the within the final application.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Development of, and adherence to, a UXO clearance method statement is a requirement of the DMLs in the draft DCO (Document Reference C1).	No
Morg_0066_073_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Chapter 3, Table 3.4	The MDS for sandwave clearance has been refined from the PEIR to the Environmental Statement (See section 2.9 of Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The maximum design parameters for sandwave clearance	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			We note that the MDS for sandwave clearance is based on the assumption that up to 50% of the inter-array, 60% of the interconnector and 60% of foundation locations may require sandwave clearance. The MDS for sandwave clearance width – inter-array across an impact width is 104m. These are exceptionally large areas when compared to other offshore windfarm projects. Can you please clarify and refine down this substantial MDS for sandwave clearance in the final application. We advise that site-specific geophysical survey data should be used to refine the MDS. The extent and location of sediment disturbance (area, volume) should be provided for affected MPAs/features (e.g. West of Copeland MCZ and West of Walney MCZ). Natural England also queries how will the sediment be retained within designated sites to ensure that the sandbanks will fully recovery i.e., have the same structure and function.	and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	
Morg_0066_086_020623	S42	Email	Project Description The project parameters are clear.	The Applicant notes your response.	No
Morg_0066_087_020623	S42	Email	Natural England's Position on Worst Case Scenario or Scenarios The Maximum Design Scenario (MDS) appears suitable.	The Applicant notes your response.	No
Morg_0066_162_020623	S42	Email	Project Parameters. Document(s) Used: Chapter 3 Project Description Vol 1, Ch3 Natural England welcome the commitment to a minimum height of lowest blade tip above LAT of 34m, which will reduce collision risk mortality estimates for sensitive species. N/A	The Applicant notes your response.	No
Morg_0066_163_020623	S42	Email	Baseline Characterisation – Document(s) Used: • Chapter 3 Project Description • Chapter 10 Offshore Ornithology • Annex 10.1 Offshore Ornithology Baseline Characterisation Technical Report • Annex 10.2 Offshore Ornithology Displacement Technical Report • Annex 10.3 Offshore Ornithology Collision Risk Modelling Technical Report • Annex 10.4 Offshore Ornithology Migratory Bird Collision Risk Modelling Report • Annex 10.5 Offshore Ornithology Apportioning Technical Report • Annex 10.6 Offshore Ornithology Cumulative Effects Assessment Population Viability Assessment Technical Report	The Applicant notes your response.	No
Morg_0066_167_020623	S42	Email	Vol 2, Ch 10, Table 10.4 Natural England note that the topics and issues raised at EWG3 (Nov 2022) are not detailed. We appreciate there was a relatively limited amount of time to incorporate the recommendations of that consultation into the PEIR. However, this constraint was not unexpected. Natural England question the timing, and therefore usefulness of that consultation. Notably, substantial comments arising from our review of the PEIR may well already be progressed following that EWG, for example on the issue of ID rates for auks. Plan future EWGs to allow full consideration of the discussion by the project in subsequent document production and submission, in order to reduce the potential for duplication of effort during stakeholder review.	Volume 2, Chapter 5: Offshore Ornithology and Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation fully considers the advice received from Natural England during the EWG meetings. An additional EWG meeting was held ahead of the Morgan Generation application for consent to present the final outputs of the assessments. Additional analysis has been undertaken and updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_168_020623	S42	Email	Vol.2, Ch.10, Table 10.8 In addition to SPAs, the list of designated sites in Table 10.8 should include all relevant Ramsar sites and SSSIs, and their qualifying features. Please include any relevant Ramsar sites and SSSIs (and relevant qualifying features) with connectivity to Morgan.	SPA, Ramsar and SSSI sites/colonies within individual species foraging range (mean-max foraging range + SD) from the Morgan Array Area and the Morgan Offshore Cable Corridor are presented in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation technical report of the Environmental Statement.	No
Morg_0066_169_020623	S42	Email	Vol. 2, Ch. 10, 10.8.1.28 The paper cited (Ronconi & St. Clair, 2002) primarily refers to black guillemot, not common guillemot. These species have different ecologies. Clarify.	The Applicant notes your response.	No
Morg_0066_170_020623	S42	Email	Vol.2, Ch.10, Table 10.4/10.8.1.8 During the EWG2 (July – August 2022), SNCBs advised that red-throated diver density data contained within Bradbury et al. (2014) could be used to generate density abundance estimates for red-throated diver in the Morgan Array Areas plus a 10km buffer zone in lieu of sufficient DAS data. We note that these maps and density data do not appear to have been included in Volume 4, Annex 10.1: Offshore Ornithology Baseline Characterisation, as is stated on page 10. If insufficient data is collected by baseline surveys, and this is not thought to be representative of red-throated diver site utilisation, pre-existing data could be used. Further discussion of this approach would be welcomed at future EWGs. Natural England requests that design-based estimates of abundance and density of divers and scoters are presented.	The Applicant notes your response. The importance of the Morgan Generation Assets to red-throated diver is discussed in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation of the Environmental Statement.	No
Morg_0066_171_020623	S42	Email	Natural England notes the forthcoming publication of "*Densities of qualifying species within Liverpool Bay / Bae Lerpwl SPA: 2015 to 2020*" which will provide up to date density estimates for red-throated diver, common scoter and the waterbird assemblage within the original SPA boundary. The most up to date data available should be considered for the Morgan offshore cable corridor impact assessment. Natural England will alert the developer as soon as we are able to share this report.	Key findings from HiDef Aerial Surveying Limited (2023) Densities of qualifying species within Liverpool Bay/ Bae Lerpwl SPA: 2015 to 2020 Natural England Commissioned Report 440, Natural England have been summarised in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation technical report of the Environmental Statement. Updated densities and population counts have been used.	No
Morg_0066_172_020623	S42	Email	Vol.2, Ch.10, Table 10.4 Vol.4, Ann.10.1 1.3.3.18 Vol.4, Ann. 10.2, Table A 2 Natural England note that no MRSea model was run for razorbill, presumably due to a lack of raw data. However, Annex 10.2, Appendix A, Table A 2 suggests razorbill abundance was modelled. Natural England requests clarification on whether MRSea was run for razorbill (and puffin and Manx shearwater). Further, we request it is clarified throughout the documents where model based and design-based estimates (or a mixture of both) have been utilised for the assessments.	The methodology applied for MRSea modelling is provided in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation of the Environmental Statement. MRSea modelling has been undertaken for all species for which enough data was available to provide MRSea outputs.	No
Morg_0066_173_020623	S42	Email	Vol.2, Ch.10, The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. Impacts specified as 'unknown' have been treated as zero	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			which will inevitably underestimate impacts, potentially significantly. Natural England consider this approach to be unacceptable, and hence consider it inappropriate to comment on the potential significance of cumulative or in- combination presented in the PEIR submission. Natural England also notes that; “data used within the assessing cumulative collision risk is based on published information produced by the respective project developers. As such, the input parameters (e.g., avoidance rates) and the collision risk model used (e.g., deterministic) may vary from those put forward in this chapter” Natural England propose working collaboratively with stakeholders through the EWG to generate suitable impact estimates for historic projects and facilitate comprehensive, quantitative cumulative and in-combination assessments. Generally, Natural England consider that data used for historic projects should be updated to reflect contemporary input parameters and methods wherever practicable.	offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	
Morg_0066_174_020623	S42	Email	Vol. 2, Ch. 10, Table 10.7 Vol.4, Ann.10.1 Natural England is concerned about the very high proportion of unidentified auks. Apportioning of these records based on the relative proportions of identified guillemot and razorbill, as undertaken in paragraphs 1.2.3.18 - 1.2.3.22 of Annex 10.1, is not without potential issues. Unaccounted for bias may exist e.g., by one species being easier to identify than another, or varying impacts of environmental conditions on ID rates. Consequently, we also have concerns regarding the reliability of spatial modelling for these species. Natural England reiterate our recommendation to carry out some scenario testing to investigate the potential impact of low ID rates and determine if spatial modelling and apportioning is appropriate. We would welcome further discussion on this issue via future EWG meetings. Further, we request that a full monthly breakdown of records relating to razorbill and guillemot is presented to facilitate scrutiny of seasonal variation in ID rates.	Additional analysis has been undertaken and updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species. These updated rates were presented to the EWG and are included in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation.	No
Morg_0066_175_020623	S42	Email	Ch 10, 10.4.4.15 & Table 10.12 Natural England are not convinced that the method used to calculate regional breeding populations is appropriate. Natural England propose discussing the approach to calculation of regional breeding populations through the EWG to reach agreement with relevant stakeholders and ensure consistency across relevant projects.	There were potential inaccuracies associated with the approach proposed by NRW (and endorsed by Natural England) at the EWG with broad assumptions about immature populations which result in an increase in the total regional breeding population figure. As a more precautionary approach in the chapter, the number of immature birds present in the regional BDMPS has been estimated using the ratio of immatures per breeding adult provided in the relevant species accounts in Furness (2015). This approach assumes that all immatures associated with each breeding colony will be present within the foraging range defined for each species. The Applicant acknowledges there are also potential inaccuracies with this approach. This approach likely under-estimates the true count of juvenile and immature birds due to failing to account for juvenile and immature birds migrating across to UK colonies in the breeding season from wintering grounds outside of the UK. However as stated, this approach will result in a more precautionary assessment in-line with Natural England guidance due to making use of a much smaller total regional breeding population against which the impacts have been assessed.	No
Morg_0066_176_020623	S42	Email	Vol 2, Ch 10. Natural England agree that displacement and collision impacts should be summed for species susceptible to both. Therefore, we consider gannet should be assessed for the combined impact of displacement and collision for the project alone.	The combined cumulative displacement and collision for northern gannet for the Morgan project alone is presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Sum the impacts of displacement and collision on gannet and assess for the project alone.		
Morg_0066_177_020623	S42	Email	Vol 2, Ch 10. 10.10 Cumulative displacement impacts are assessed for guillemot, razorbill, puffin, gannet. Natural England consider Manx shearwater should also be assessed. Carry out cumulative (and in-combination) assessments for Manx shearwater displacement impacts.	Cumulative and in-combination assessments are presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0066_178_020623	S42	Email	10.10.3 Collision risk of migratory species is not assessed cumulatively. Natural England accept that at present, there is a general lack of data to inform this assessment but note data is available from some projects, e.g., Awel-Y-Mor. Natural England advise that cumulative collision assessments are also made for migratory species. We would welcome further discussion on this at future EWGs.	Noted. Please see Volume 4, Annex 5.4: Offshore Ornithology Migratory Bird CRM Technical Report of the Environmental Statement (Document Reference F4.5.4).	No
Morg_0066_179_020623	S42	Email	Vol.4, Ann. 10.2 We welcome the use of highlighted cells to indicate displacement and mortality rates used in the project alone displacement assessment. However, we consider it would be useful if the tables also indicated where 1% of baseline mortality was exceeded (if visible on the matrix). Consider amending.	Where necessary, displacement matrices have been presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement incorporating highlighted cells for baseline mortality.	No
Morg_0066_180_020623	S42	Email	Vol.2, Ch.10, Table 10.62, Table 10.87 According to Furness (2015) there are three seasons for northern gannet; pre-breeding, breeding and post-breeding, as shown in Table 10.62 (construction phase), but only two seasons are shown in Table 10.87 (operation and maintenance phase). We note that the decommissioning phase has not been assessed explicitly. Consider cumulative disturbance and displacement with respect to the decommissioning phase.	Three seasons are used for gannet throughout the EIA and HRA. The decommissioning phase has been assessed.	No
Morg_0066_181_020623	S42	Email	Vol.4, Ann.10.1, Although the general approach appears sound, Natural England consider there is a lack of detail relating to the methods applied throughout the MRSea modelling process and subsequent treatment of data. In particular it is not clear: • How densities of flying birds only have been calculated from MRSea for use in CRM; • How mean monthly flying bird densities and CIs have been generated. • How corrections for unidentified birds (i.e., apportioning) and availability bias have been applied to the MRSea estimates and CIs. Clarity is needed to give reassurance that modelling and subsequent data treatment has been carried out appropriately. Natural England recommend that worked examples are included to fully detail the assessment process for both collision (e.g., gulls) and displacement (e.g., auks). Clarify and specify throughout the documentation where modelled and design- based data (or both) have been used.	Further detail on the methodology is presented in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_182_020623	S42	Email	Vol.4, Ann.10.1, 1.2.3.26, Vol.6, Ann. 10.2 Natural England note that there appears to be an inconsistency in the availability bias correction factors applied to auks. Natural England also highlight that Manx shearwater is a surface diving species and data are available detailing foraging & diving behaviour. It may also be appropriate to consider availability bias for that species. Clarify which correction factors have been used in calculations and ensure consistency across method descriptions (and application). Discuss the calculation and application of an availability bias correction factor for Manx shearwater at future EWG meetings.	The correction factors applied to sitting common guillemot and razorbill were based on the proportion of time spent underwater from Thaxter et al. (2010) and were refined following the method recommended by JNCC (2013) which excludes the percentage of birds in flight from the calculations. Proportion of time spent underwater were 23.75% and 17.4%, respectively for common guillemot and razorbill. For Atlantic puffin, a proportion of time spent underwater of 14.16% was used (Spencer, 2012). Methodology detailing how correction factors were applied to abundance estimates is presented in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation technical report of the Environmental Statement.	No
Morg_0066_183_020623	S42	Email	Vol.4, Ann.10.2, 1.2.2 Natural England note that we did not advise that black-legged kittiwake was screened into the displacement assessment. Natural England currently consider the evidence base insufficient, but suggestive of a broad range of responses incorporating both displacement and attraction for this species. Natural England will not comment on kittiwake displacement, or consider combined collision and displacement impacts for that species.	Black-legged kittiwake has been included into the displacement analysis at the request of JNCC. The methodology applied for MRSea modelling is provided in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation of the Environmental Statement. MRSea modelling has been undertaken for all species for which enough data was available to provide MRSea outputs.	No
Morg_0066_184_020623	S42	Email	Vol.4, Ann.10.3 Annex 10.3 does not include a collision risk assessment for migratory seabird species (e.g. skuas, terns). Natural England notes that collision risk assessments for migratory non-seabirds have been made using SOSSMAT. However, this may not be appropriate for migratory seabirds. We recommend that an alternative approach is required for migratory seabirds. More information is available in 'Offshore Wind Marine Environmental Assessments: Best Practice Advice for Evidence and Data Standards. Phase III: Expectations for data analysis and presentation at examination for offshore wind applications'. See also WWT Consulting Ltd (2014); hiip://www gov scot/Resource/0046/00461026. pdf	The methodology applied to calculate abundance metrics is provided in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement. Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.4: Offshore Ornithology Migratory Bird CRM Technical Report of the Environmental Statement (Document Reference F4.5.4).	No
Morg_0066_185_020623	S42	Email	Vol.4, Ann.10.3 Natural England agree with the approach to CRM, and the parameters used. However, we advise that all data used in the assessment process is made available as an appendix, along with all model logs, to enable full review and future utilisation by other projects. Present boot-strapped data in an appendix. Present sCRM log files as an appendix.	Density estimates of species screened into collision risk assessment are presented in Volume 4, Annex 5.3: Offshore Ornithology Collision Risk Modelling Technical Report. All bootstrapped abundance is presented in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation technical report. Log files are available on request in a digital format.	No
Morg_0066_186_020623	S42	Email	Vol.4, Ann.10.6, 1.2.2.7 Natural England notes that PVA modelling was undertaken excluding a 5-year 'burn in' period. As specified in Phase III Best Practice for Data Analysis and Presentation at Examination, Version 1.2, August 2022; "Recommended criteria for PVAs: PVAs should estimate the impacted and unimpacted populations over the lifetime of the project and include a 'burn-in' period (5 years) to allow the model to reach stability prior the projection period beginning".	PVAs have been parameterized with a 5-year burn-in period to include age structure from burn-in run period. PVAs are presented in Volume 4, Annex 5.6: Offshore Ornithology Population Viability Analysis Technical Report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Please re-run PVAs with a 5-year 'burn-in' period. The resulting 'burn in' age structures should then be used as the initial age structure within the main PVA runs.		
Morg_0066_187_020623	S42	Email	Vo.4, Ann.10.6, Table1.1 Clutch size for great black-backed gull is indicated as 1 but is more typically 2-3. Consider revision	All parameters required for collision risk modelling are provided in Volume 4, Annex 5.3: Offshore Ornithology Collision Risk Modelling Technical Report.	No
Morg_0036_010_020623	S42	Email	1. Key issues 1: sand wave clearance. Sand wave clearance should be considered cumulatively as well as alone. NRW (A) are concerned by the large spatial extent of sand wave clearance that is required to install the cables and infrastructure at both the Morgan, Mona and Morecambe Array Sites, which should be considered cumulatively as well as alone due to their proximity to each other.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. This is also the case for Mona Offshore Wind Project and Morgan and Morecambe Offshore Wind Project: Transmission Assets. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery. A CEA has been undertaken including all relevant projects and plan; see Cumulative effects screening matrix (Document Reference F3.5.1). The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0036_011_020623	S42	Email	2. Key issues 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will potentially lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. marine ornithology, benthic ecology) within Welsh waters (as discussed in paragraph 8, section 1.2.1). NRW (A) strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been reduced from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes
Morg_0036_012_020623	S42	Email	3. Detailed comments, key issue 1: sand wave clearance. NRW (A) are concerned by the large spatial extent of sand wave clearance that is required to install the cables and infrastructure at both the Morgan Array Site, which amounts to 24,053,910m3, and at the Mona Array site which amounts to 21,020,341m3.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	Yes
Morg_0036_016_020623	S42	Email	7. Detailed comments, key issue 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. birds, benthic). Given the intention to leave the rock in situ upon decommissioning, permanent presence of the rock will potentially alter the seabed sediment transport processes leading to permanent alterations to the seabed morphodynamics. This could have potential cumulative impacts to the sediment transport systems of the North Wales coast, causing further impacts to receptors within Welsh waters and Welsh protected sites. It is essential to consider these combined impacts from the large amount of cable protection proposed across this vast area. NRW (A) therefore strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been refined from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0068_012_020623	S42	Email	Furthermore, at volume 1, chapter 3 (Project Description) paragraph 3.6.7.2 you have identified indicative layout scenarios which are presented in the relevant topic specific chapters of the PEIR, noting that the final layout of the wind turbines will be confirmed at the final design phase post consent. It is not clear however which layouts have been used to inform the assessments of individual receptor chapters.	Each assessment chapter includes a table setting out the maximum design scenario parameters that have been used to inform the assessment. A summary of the MDS has been provided within each assessment chapter. See Volume 2, Chapters 1 to 15 of the Environmental Statement. Any layouts used to assess potential impacts have been identified as 'indicative layouts' and are considered to be the realistic worst-case layout for that specific topic.	No
Morg_0068_013_020623	S42	Email	There is a further need to confirm that the indicative scenarios are the Maximum Design Scenarios and that they have been assessed for the impacts within the PEIR.	Each assessment chapter includes a table setting out the maximum design scenario parameters that have been used to inform the assessment. A summary of the MDS has been provided within each assessment chapter. See Volume 2, Chapters 1 to 15 of the Environmental Statement.	No
Morg_0065_193_020623	S42	Email	Operational Risk - Third-party cable crossings Level of concern - Medium Comments - Request developer avoids, wherever possible, multiple crossings of the IOM interconnector by export, collector and/or array cables. Where multiple cable crossings are necessary, the crossing of cables should be spaced and agreed so that, timely and economical repairs to both the crossing and crossed cables can be undertaken.	Since PEIR, the Morgan Array Area Boundary has reduced and now does not overlap with the IoM-UK interconnector. Potential impacts associated with other sea users are presented in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement. The interconnector has been screened into the cumulative effects assessment of relevant topics and is included within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). The Applicant has engaged regularly with MCC to discuss proximity of the Morgan Generation Assets to the IoM-UK interconnector. Additionally, proximity and crossing agreements will be discussed as part of the separate DCO submission for the Transmission Assets.	Yes
Morg_0233_001_010923	S47	Email	I was just idly Sci-Fi dreaming about a solar wind/solar panel wind vane spaceship, and wondered if you had ever considered using solar technology on the vanes of your wind turbines to make use of their large surface area?	The wind turbines will follow the traditional wind turbine design with a horizontal rotor axis with three blades connected to the nacelle of the wind turbine. The nacelle will be supported by a tower structure which is fixed to the transition piece and foundation. An illustration of this design can be seen in the project description chapter of the Environmental Statement (Document Reference F1.3). Solar panels are not included as part of the traditional wind turbine design.	No

D.24.4 Site selection and consideration of alternatives table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0068_005_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be located approximately 2.6km from the Isle of Man Offshore Wind Farm area for lease.	Noted. Response received.	No
Morg_0068_006_020623	S42	Email	Site Selection and alternatives This chapter appears incomplete. The location of the Isle of Man Offshore Wind Farm has not been considered nor does the chapter present any consideration of alternatives. Several offshore wind farms have been omitted from volume 1, chapter 4, figures 4.2, 4.3 and 4.4 and clarification is therefore required to better understand the site selection process and consideration of alternatives.	The ES Site Selection and Consideration of Alternatives chapter (Volume 1, Chapter 4 of the Environmental Statement) is included in the DCO application and provides details of the site selection process. The Isle of Man Offshore Wind Farm (Mooir Vannin) has been included in the cumulative effects assessment for relevant ES topics.	No
Morg_0088_001_040623	S47	Email	We have no issues with the wind farm but there is a concern with the route you are potentially taking with the underground cable to Penwortham. From the maps it looks like you are thinking of coming onshore between St Anne's and Blackpool Airport, then across the land to Penwortham. This land is what we call the lowlands, and it is moss land and is very unstable, in fact it is like a jelly blue billy clay and moves underneath the surface. We often can plough the land and then the next time we plough we come across bog oaks. It can be quite dangerous and machinery must never be left there once you have dug down because it could suck in the machine as well.	The onshore infrastructure is set out in a separate DCO application. We have provided your comments to the team managing this consultation for review	No
Morg_0088_002_040623	S47	Email	We have a communications cable going through our land to Penwortham which used to be ploughed up constantly and this had to be placed well under the land drains because it used to move towards the surface. It is a problem if it is not done correctly. Another solution to this instead of digging up the land, would be to take the cable down the River Ribble. This would mean that land would not be taken out of food production which would cost us greatly and it would take 10 years to recover from such an event. Having spent a great amount of money on land drainage the last few years, this would probably need replacing. There are all sorts to consider	The onshore infrastructure is set out in a separate DCO application. We have provided your comments to the team managing this consultation for review	No
Morg_0109_002_230423	S47	Consult Online	Moreover Morgan is too close from the Isle of Man and should be pushed back to preserve nature.	Impacts on the Isle of Man have been considered within the Environmental Assessment chapters (Volume 2, Chapters 1 - 15).	No
Morg_0111_001_240423	S47	Consult Online	I am 100% behind renewable energy and offshore windfarms but the location of the field Morgan is awful for Isle of man residents and tourism to the isle of man as it blocks the already lengthened ferry route from the island (already lengthened due to the large wind farm that is there now). So I am completely against the Morgan windfarm in its current planned location. Why cant it go further north of the current wind farm so out of the way of ferry routes into heysham?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0119_001_290423	S47	Online form Q1	I am Not happy with reference a wind turbine metres from my house on rotten row. I pay extortionate taxes and do not wish to live near this, it is way to big and these can cause much noise, turbulence, not to mention headaches and sleeplessness. The size of the windmill is totally unacceptable, surely you could put this on the sand dunes completely out of the way to any houses. The Waubra foundation recommends at least 3 kilometres away, I am very opposed	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.22 km (12 nm) from the Isle of Man coastline, 37.13 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The results of the airborne sound modelling, presented in Volume 2, Annex 14.1: Airborne Construction Sound of the Environmental Statement, show that the impacts of construction sound become negligible at a distance greater than 13.7 km when a hammer energy of 4,400 kJ is required for the offshore piling works, and beyond 11.2 km when a hammer of energy of 3,000 kJ is required. The nearest receptors are situated along the coast of the Isle of Man approximately 22 km from the Morgan Array Area. As such, there is no pathway for potential impact to onshore receptors due to airborne construction noise from offshore piling activities. The visual impacts of the Morgan Generation Assets are presented in Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement. This includes an assessment of the potential visual impacts of the Morgan Generation Assets on receptors on the Isle of Man.	No
Morg_0119_002_290423	S47	Online form Q2	It is not easy to navigate and send your feedback, you need to make it clearer Let me make it clear. I am NOT happy and opposed to the huge windmill you are proposing in Southport near splash world right opposite my house, no where bear [sic.] 3 kilometres away	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The visual impacts of the Morgan Generation Assets are presented in Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement. This includes an assessment of the potential visual impacts of the Morgan Generation Assets on receptors on the Isle of Man.	No
Morg_0119_003_290423	S47	Online form Q3	Opposed to windmill in Southport this site is ridiculous keeps sending me back to this page	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)).	No
Morg_0119_004_290423	S47	Online form Q4	Put it in the sea	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)).	
Morg_0119_005_290423	S47	Online form Q5	Put in in the sandunes away from residential properties, well away	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)).	No
Morg_0137_022_120523	S47	Online form Q1.10	I am satisfied with the appearance of wind turbines, it's the position of the proposed wind farm to which I object.	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.22 km (12 nm) from the Isle of Man coastline, 37.13 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The Site Selection and Consideration of Alternatives chapter (Volume 1, Chapter 4 of the Environmental Statement) is included in the DCO application and provides details of the site selection process.	No
Morg_0142_002_150523	S47	Consult Online	Why are you putting these in the middle of the Irish sea where it will be harder to travel to and maintain than if placed in locations closer to shore	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.22 km (12 nm) from the Isle of Man coastline, 37.13 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The Site Selection and Consideration of Alternatives chapter (Volume 1, Chapter 4 of the Environmental Statement) is included in the DCO application and provides details of the site selection process.	No
Morg_0150_002_190523	S47	Online form Q2	Does the Crown estate have the moral or legal right to hand this area over to you?	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.3 km (12 nm) from the Isle of Man coastline, 37.2 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)).	No
Morg_0155_001_230523	S47	Online form Q1	Please reconsider moving wind farm away from Liverpool and Heysham pathways with the IOM Steam Packet. This is a lifelong service for the Isle of Man with food essentially. We have flights that are cancelled at a moments notice but the IOM Steam Packet is mostly a certainty. The Island has invested millions into the Liverpool landing site and our revenue bring money to Heysham. Why would you put this hazardous wind farm in the pathway? The Isle of Man contributes to the UK budget greatly, if this goes ahead it will show how much we matter to the UK. Please rethink the route and find a safer alternative for all.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0155_006_230523	S47	Online form Q6	Please do not put this on our only routs to the UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0184_001_020623	S47	Online form Q1	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical Greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse Gas Assessment of the Environmental Statement).	
Morg_0184_002_020623	S47	Online form Q5	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical Greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse Gas Assessment of the Environmental Statement).	Yes
Morg_0184_003_020623	S47	Online form Q1.7	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate Change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical Greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse Gas Assessment of the Environmental Statement).	
Morg_0195_001_030623	S47	Consult Online	Is there any way the sites can be placed so as to not disrupt the flow of shipping to the Isle of Man? Your sites are liable to cause huge problems for our ability to use a lifeline to our Island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Offshore Wind Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0198_002_030623	S47	Online form Q1	I do not have a problem with wind turbines at all but to put them across the shipping lanes between the Isle of Man and England will affect the Manx travellers and the economy of the island detrimentally. It is already expensive and a long journey by boat and in certain seas the ferries have to	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			change course to be able to sail - it is such an important and vital link for islanders to get to the UK and beyond with a vehicle especially if you travel with pets as no airlines will carry pets between the two islands. Please reconsider your sighting of the turbines so that the shipping routes are not affected.	Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the Technical Impact Report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	

D.24.5 Environmental Impact Assessment methodology table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0050_012_300523	S42	Email	Annex 2: Offshore ecology No. 1 Document: Volume 1, chapter 4 Paragraph: 4.3.5.4 and 4.3.5.5 TWT & NWWT Comment: The Morgan Offshore Wind Project was scoped into the HND as a Pathway to 2030 Project and that that the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm should work collaboratively to connect the wind farms to the National Grid at Penwortham in Lancashire.	The Applicant notes your response.	No
Morg_0050_013_300523	S42	Email	Annex 2: Offshore ecology No. 2 Please note that it is very difficult to assess the project in full without sight of the PIER for the transmission assets. We welcome that there is no spatial overlap between the windfarm site and the benthic nature conservation designations.	The Applicant notes your response. The Environmental Statement includes an assessment of the Morgan Generation Assets together with the Transmission Assets PEIR within the cumulative effects assessment section of each assessment chapter.	No
Morg_0063_007_020623	S47	Email	Planning and Consultation Process: For those stakeholders providing feedback who are unaware of the developers' commitments to redefine the PDE and RLB of the proposed developments, their valuable time is being wasted and the Chamber will be recommending the Planning Inspectorate to fully consider and appraise the validity of the entire Section 42 consultation for these developments given the out of date and incorrect data presented.	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA Methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application.	No
Morg_0063_008_020623	S47	Email	Planning and Consultation Process: The Chamber wishes to raise further concern regarding the validity of the second round of Navigational Simulator exercises presently being undertaken by the developer with the regular ferry operators in attendance. Whilst such exercises are being carried out to include the additional commitments from the developers and redefined RLBs as informed to the MNEF in January, they fail to consider any feedback and views that are submitted during the PEIR consultation process.	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA Methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application.	
Morg_0064_001_020623	S42	Email	I would firstly like to thank you for the opportunity to comment on the above consultation. Homes England is the government's housing and regeneration agency. We will drive regeneration and housing delivery to create high-quality homes and thriving places. This will support greater social justice, the levelling up of communities across England and the creation of places people are proud to call home. Homes England does not wish to make any representations on the above consultation. We will however continue to engage with you as appropriate.	The Applicant notes your response. The chapters of the Environmental Statement have been updated to provided further detail on proposed mitigation (Volume 2 to 4 of the Environmental Statement).	No
Morg_0065_002_020623	S42	Email	The PEIR sets out the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date. The TSC is satisfied from the information in these documents that all international environmental standards and best practice will be adhered to when undertaking the collection and analysis of the data obtained from within the proposed development area, and will ensure appropriate mitigation measures are in place to address any concerns identified throughout the remaining Environmental Assessments process. The TSC had however expected there to be more emphasis and greater detail provided on proposed mitigation measures for the impacts identified to date as part of the PEIR, particularly as set out in the Statement of Community Consultation whereby "It (the PEIR) also sets out measures that could prevent, reduce or offset any environmental effects, identified as part of early assessments and consultation".	The Applicant notes your response. The chapters of the Environmental Statement have been updated to provide further detail on proposed mitigation (Volume 2 to 4 of the Environmental Statement).	No
Morg_0065_004_020623	S42	Email	It is noted that the cumulative effects will be thoroughly investigated. However, of particular importance and concern would be the habitats and species found within Isle of Man waters, particularly those protected under Manx law or identified as threatened or declining by the OSPAR Convention, and which may be affected by the proposed developments. Comments included below request the inclusion of relevant, island-based conservation organisations which may also have relevant information and data of interest to the project. Any maritime developments within or adjacent to the Isle of Man territorial waters could potentially impact commercial fisheries in Manx waters so it would be appreciated if the relevant fishing organisations on the island were included as consultees via the appointed Fisheries Liaison Officer.	Potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 15 of the Environmental Statement).	No
Morg_0065_009_020623	S42	Email	Ørsted proposed offshore windfarm Agreement for Lease The TSC wishes to point out that there is an AfL with Ørsted for an offshore windfarm within Isle of Man territorial waters, something which appears to have been omitted from a number of maps depicting neighbouring offshore windfarms (committed and proposed). This is particularly of interest with respect to the hard constraints identified by The Crown Estate in Table 4.4 which requires a bidding area to be at least 7.5kms from an existing offshore windfarm. It is acknowledged that the Ørsted site is not related to a Crown Estate lease, however, the principles of proximity should continue to apply and it should have been included in paragraph 4.6.3.3 and represented on Figures 4.2 and 12.1 for context. The Department can advise that to the nearest point, the Ørsted site in Manx waters is 2.1 kms away from the nearest point of the current Morgan site boundary as identified within the PEIR. There is also no mention of this site, nor of the hydrocarbon site (detailed below) in paragraph 12.4.4.4.	The Mooir Vannin offshore wind farm (Scoping Boundary) has been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement. The Mooir Vannin offshore wind farm is considered in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement and in the CEA as a Tier 2 project. Site selection is presented within Volume 1, Chapter 4: Site Selection and Consideration of Alternatives of the Environmental Statement.	Yes
Morg_0065_011_020623	S42	Email	The TSC is disappointed that this site has been omitted from the cumulative assessment specifically in respect of shipping and navigation, one of the major issues that will need to be resolved as part of the cumulative impact of all Round 4 proposed offshore windfarms. Given that it has not taken into account this site, the TSC does not believe a full cumulative impact assessment for shipping and navigation has been undertaken and this should be	The Mooir Vannin Offshore Wind Farm is included within Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement and has been screened into relevant topic assessments within the Environmental Statement. In relation to shipping and navigation the Scoping Boundary is considered within the cumulative regional navigational risk	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			reconsidered. The Ørsted site has the potential to remove a large section of open water from being able to be used for safe passage for ships which may have cause to be diverted from their established routes as a result of the Round 4 sites as is being proposed as part of the Shipping and Navigation Risk Assessment, and indeed, any action that may be required of the Masters as per any adverse weather conditions.	assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement, and within the cumulative effects assessment section of Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement	
Morg_0065_014_020623	S42	Email	Clarity is sought as to some statements within the PEIR in respect of dredging activities within the Island's harbours and volumes associated with these activities. The Department of Infrastructure can provide this data should it be requested by the project team.	The cumulative effects screening matrix has been updated for the Application with the latest publicly available information on all other projects, plans and activities where there is potential for a temporal or spatial overlap with the Morgan Generation Assets. For each assessment topic relevant projects have been screened into their assessment of potential cumulative effects, this is presented within the cumulative effects assessment of each assessment chapter. The cumulative effects screening matrix is presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement.	No
Morg_0065_029_020623	S42	Email	8.4.2 Baseline environment Please note comment made on the Technical Report above in relation to consideration of Manx interests in the baseline and their subsequent application in Chapter 8.	The Applicant notes your response. The Applicant has consulted with Manx Utilities on their plans for a second interconnector. This plan is listed within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). As there is no information currently in the public domain for this plan it has not been screened into any of the topic cumulative assessments.	No
Morg_0066_031_020623	S42	Email	Consenting Issues – Separate DCO Submissions for Generation and Transmission Assets Please refer to the paper provided along with our EIA scoping response on 14th July 2022 (our ref: 21502/399160) which highlights the implications and risks associated with stranded assets during the consenting process.	The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into the Pathways to 2030 Holistic Network Design. The cumulative assessment approach has been updated from PEIR to Environmental Statement in order to assess the two elements of the project (generation and transmission) cumulatively. The Cumulative Effects Assessment (CEA) takes into account the impact associated with the Morgan Generation Assets together with the Morgan and Morecambe Offshore Wind Farms Transmission Assets. The CEA methodology is described further in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5).	No
Morg_0066_032_020623	S42	Email	For detailed advice please refer to the associated Annexes. Please see below for Appendix 1.	The Applicant notes your response.	No
Morg_0066_035_020623	S42	Email	Proposed separate DCO application for Generation and Transmission Assets. The advice within this Annex is provided with respect to the generation assets PEIR submission provided, but we consider that the transmission assets are an integral part of the project and therefore the ES should, at the point of submission, be in a position to consider the project as a whole. Therefore, the final ES, when considering the project as a whole, will include additional impacts and designated sites than those mentioned within the Morgan OWF Generation Assets PEIR submission.	The CEA approach has been updated from PEIR to Environmental Statement in order to address comments received on the consenting strategy for the Morgan Generation Assets (refer to Volume 1, Chapter 1: Introduction of the Environmental Statement) during statutory consultation on the PEIR. The revised CEA approach takes into account the impact associated with the Morgan Generation Assets together with the Transmission Assets, the Morecambe Generation Assets, and other projects and plans. A three staged approach to the cumulative assessment for the Morgan Offshore Wind Project (Morgan Generation Assets and the Transmission Assets) has been undertaken and presented within the cumulative effects	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessment section of each assessment chapter. The cumulative assessment considers three scenarios: 1. Assessment of the Morgan Generation Assets, together with the Transmission Assets: presents a full project assessment for the Morgan Offshore Wind Project which includes both the generation and transmission assets 2. Assessment of the Morgan Generation Assets, together with the Transmission Assets and the Morecambe Generation Assets: presents a full project assessment for all infrastructure associated with the Morgan Offshore Wind Project, the Morecambe Offshore Windfarm and the Transmission Assets 3. Assessment of the Morgan Generation Assets, together with the Transmission Assets with all other relevant projects: presents the cumulative assessment scenario of the Morgan Generation Assets and Transmission Assets together with all relevant screened-in projects from the cumulative effects assessment long list.	
Morg_0066_060_020623	S42	Email	Chapter 5/Chapter 6 Natural England broadly agree with the EIA methodology for the assessment of Physical Processes	The Applicant notes your response.	No
Morg_0066_069_020623	S42	Email	In some instances where sensitivity of a habitat is measured as medium to one pressure that is likely to be exerted, Natural England would argue that sensitivity to a second pressure being low does not average out to low sensitivity over the two pressures. More generally Natural England notes that the approach to the EIA assessment is proposed to align with other OWF NSIPs. This matrix approach has been used throughout ESs to date to support the assessment of the magnitude and significance of impacts. Natural England notes numerous instances where significance has been presented as a range (i.e., slight, or moderate, or large) and it is nearly always the lower value that has been taken forward. Indeed, to date no offshore windfarm has identified ecological impacts that are assessed as significant in EIA terms, either cumulatively or in-combination which is surprising. In the absence of evidence to support the use of the lower value in a range, Natural England's view is that the higher value should always be assessed in order to ensure that impacts on features are not incorrectly screened out of further assessment. This is in line with the principles of the Rochdale envelope approach. Natural England recommends that the most precautionary sensitivity is used when combining pressures.	The EIA methodology is set out within Volume 1, Chapter 5: Environmental Impact Assessment Methodology of the Environmental Statement. The chapter describes how significance of effects has been assessed. Professional judgement is used to define the magnitude of impact and receptor sensitivity. The matrix is then used, together with professional judgement, to evaluate the significance of effect. The significance may be one, or a range of, no change, negligible, minor, moderate or major. In general, a significance of effect of moderate or greater is considered 'significant' in EIA terms. For each topic chapter, what is considered 'significant' has been clearly defined. Where further mitigation is not possible a residual significant effect may remain. Within the assessment chapters the justification for determining the significance of effect is described. Where a range is given, the assessment chapter details the reason for the significance that has been concluded.	No
Morg_0068_002_020623	S42	Email	Introduction: Interaction between the Isle of Man Offshore Wind Farm and the Morgan Offshore Wind Project Ørsted has the benefit of an Agreement for Lease ("the AfL") granted by the Isle of Man Government in 2015 and has conducted a number of environmental surveys and technical studies within the Isle of Mans Territorial Seas off the east coast to determine the feasibility of developing an offshore wind farm. These studies have determined the feasibility of the site. Ørsted has progressed development and is currently working towards submitting a scoping report in September or October 2023, with an Application for Marine Infrastructure Consent currently anticipated to be made in Q1 2025.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm Scoping Boundary is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	No
Morg_0068_004_020623	S42	Email	Ørsted and no doubt other interested parties would benefit from a signposting document to fully understand how each of the "as built" scenarios within the maximum design scenario presented impact each of the identified receptors.	Each assessment chapter includes a table setting out the maximum design scenario parameters that have been used to inform the assessment. A summary of the MDS has been provided within each assessment chapter.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0068_016_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with the Isle of Man Offshore Wind Farm. Furthermore, meaningful consultation is required across all examples given below. We have set out examples below where there is inconsistency as to how the Isle of Man Offshore Wind Farm has been categorised and included for assessment across chapters:	The Applicant notes your response and thanks the consultee for sharing the information.	no
Morg_0068_017_020623	S42	Email	1. Volume 2, Chapter 7: Benthic and subtidal and intertidal ecology: section 7.1.3 identifies consultees included within the Evidence Plan Process. These consultees include both English and Welsh nature conservation bodies (Natural England, Marine Management Organisation and Natural Resources Wales). Given the inclusion of Welsh consultees for the Morgan generation assets, clarification is needed as to why Isle of Man representatives were not included within this consultation given the proximity of the Project to Isle of Man territorial waters. Additionally, the Project Zone of Influence overlaps with Isle of Man Territorial Sea. However, section 7.13 states there are no potential transboundary impacts. The applicant should confirm the categorisation of consultees and how the project has provided the Isle of Man a meaningful opportunity to contribute via consultation, as well as whether the Isle of Man Government and other Manx stakeholders have been treated as statutory consultees or if not, why. There are multiple references within this document to the MaresConnect Tier 3 Project being the only project identified within the CEA with the potential for cumulative impacts with the Morgan general assets. However, other chapters provide comments on the Isle of Man Offshore Wind Farm, which the Applicant has categorised as Tier 3. Clarification is needed regarding this inconsistency and how the potential for cumulative impacts with the Isle of Man Project have been assessed.	The IoM government has been included as a consultee and has participated in the benthic ecology, fish and shellfish and physical process EWG meetings. Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) has been updated to make this clear. Comments are noted and transboundary impacts have been considered in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), however the IoM is not considered transboundary. No significant transboundary effects on benthic receptors are predicted. Furthermore the Isle of Man Offshore Wind project (Mooir Vannin) has been included in the CEA within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) as a Tier 2 project as a scoping report was published in October 2023 for the project. This approach has been taken across the Morgan Generation Assets Environmental Statement.	No
Morg_0068_018_020623	S42	Email	2. Volume 2, chapter 8: fish and shellfish ecology: Table 8.29 and the following cumulative impacts section includes assessment against Tier 3 projects. The Isle of Man Offshore Wind Farm has not been included in this chapter.	The CEA includes this project within Tier 2, on the basis of the Scoping Report being released in October 2023. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0068_019_020623	S42	Email	3. Volume 2, chapter 11: Commercial Fisheries: The Isle of Man Offshore Wind Farm has not been included in this chapter. This results in an inaccurate assessment of cumulative impacts from multiple projects within the Irish Sea.	The Applicant acknowledges the publication of the Mooir Vannin scoping report in October 2023 and has included the Mooir Vannin Offshore Wind Farm (Scoping Boundary) as a Tier 2 project within the cumulative effects assessment section of the commercial fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0068_020_020623	S42	Email	4. Volume 2, chapter 14 (other sea users) and chapter 15 (seascape and landscape visual) have considered the Isle of Man Offshore Wind Farm and demonstrates the need for a consistent approach and consultation.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_021_020623	S42	Email	5. Volume 2 chapter 16 (Aviation and Radar): this is a key area of concern. The chapter does refer to impacts upon the Isle of Man itself but concludes no transboundary impacts. The Isle of Man Offshore Wind Farm once again is not included in this chapter.	The Mooir Vannin offshore wind farm is considered in the CEA presented in Volume 2, Chapter 11: Aviation and Radar of the Environmental Statement as a Tier 2 project. The Isle of Man is a Crown Dependency of the UK and not a European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such,	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary.	
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0069_003_020623	S42	Email	Barrow is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Barrow consents (including consent conditions) and any stakeholder agreements entered into by Barrow are not adversely affected.	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0069_004_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 30km from Barrow.	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0070_003_020623	S42	Email	Introduction: Interaction between Burbo Bank Extension and the Morgan Offshore Wind Project Burbo Bank Extension Burbo Bank Extension is an operational offshore wind farm with capacity of 258 MW and 32 wind turbine generators. Burbo Bank Extension holds a lease from the Crown Estate and operates pursuant to the below consents. Burbo Bank Extension is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Burbo Bank Extension consents (including consent conditions) and any stakeholder agreements entered into by Burbo Bank Extension are not adversely affected.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement (Document Reference F2.9).	No
Morg_0070_004_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 61.6km from Burbo Bank Extension.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				considered in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement (Document Reference F2.9).	
Morg_0071_002_020623	S42	Email	Introduction: Interaction between Burbo Bank and the Morgan Offshore Wind Project Burbo Bank Burbo Bank is an operational offshore wind farm with capacity of 90 MW and 25 wind turbine generators. Burbo Bank holds a lease from the Crown Estate and operates pursuant to the below consents. Burbo Bank is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Burbo Bank consents (including consent conditions) and any stakeholder agreements entered into by Burbo Bank are not adversely affected.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement (Document Reference F2.9).	No
Morg_0071_003_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 56km from Burbo Bank.	The spatial aspects of the Burbo Bank Extension have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_023_020623	S42	Email	We would also welcome the opportunity to discuss further the following cumulative and in-combination impacts: - Cumulative and in-combination effects – these are an area of concern due to the nature of the increased development in a congested area of sea, particularly in relation to shipping and navigation, ornithology, and marine mammals, as well as seabed morphology - Further displacement of fisheries and established co-existence relationships - Wintering populations of pink-footed geese - Herring gull and lesser black-backed gull relating to the Alt, Morecambe Bay and Martin Mere SPAs - Breeding populations of the breeding populations of Max shearwater at the Rum, Skokholm and Skomer SPAs.	The outcomes of topic specific cumulative screening are presented in Volume 3, Annex 5: Cumulative Effects Screening Matrix of the Environmental Statement. The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. This project has been included as a Tier 2 project within the cumulative effects assessment section of the commercial fisheries chapter of the Environmental Statement. A revised cumulative effects assessment screening was undertaken for each topic (see Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1) to identify and assess projects and plans with the potential for cumulative effects with the Morgan Generation Assets. Plans and projects screened into the assessments are assessed within the cumulative effects screening section of each assessment chapter (Volume 2, Chapters 1 to 15 of the Environmental Statement). Potential impacts related to the displacement of commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. Potential impacts on birds are considered within Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No

D.24.6 Physical processes table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0052_070_310523	S42	Email	General Comments Major Comments The MMO notes that during the decommissioning methodology, it is said that the wind turbines will be cut below seabed level. As this plan involves leaving infrastructure in place, impacts should be assessed for post-decommissioning. This is because any infrastructure will remain a hazard to navigation and fishing gear, preventing future fishing activity in the area, beyond the lifespan of the windfarm.	Piled foundations would likely be cut below the seabed at a level that means they will not create a hazard for fishing or shipping. See Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0052_071_310523	S42	Email	Minor Comments The sediment and water quality information is presented across multiple sections of the report. The MMO would recommend that sediment contamination and quality be presented within one water and sediment quality section.	All sediment chemistry data is presented in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). Other chapters and reports summarise and cross-reference this as appropriate. Volume 2, Chapter 2: Benthic Subtidal Ecology cross references the Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) within the relevant assessments relating to sediment and water quality (i.e. assessment of the potential release of sediment-bound contaminants). The physical processes assessment (Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1)) does the same, where water quality aspects and sediment contaminants analysis are presented.	No
Morg_0065_014_020623	S42	Email	Clarity is sought as to some statements within the PEIR in respect of dredging activities within the Island's harbours and volumes associated with these activities. The Department of Infrastructure can provide this data should it be requested by the project team.	The cumulative effects screening matrix has been updated for the Application with the latest publicly available information on all other projects, plans and activities where there is potential for a temporal or spatial overlap with the Morgan Generation Assets. For each assessment topic relevant projects have been screened into their assessment of potential cumulative effects, this is presented within the cumulative effects assessment of each assessment chapter. The cumulative effects screening matrix is presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement.	No
Morg_0065_016_020623	S42	Email	Chapter 6 Physical Processes The scope of the Physical Processes Study Area extends into the Manx territorial sea (Figure 1.1), but there is very limited reference to the Isle of Man within the technical report or PEIR. This may be appropriate for the requirements of the project, but it is not clear whether this is oversight or that appropriate consideration of the island and data sources has been made. As such, additional, potentially relevant information may be obtained in the Manx Marine Environmental Assessment reports, in particular; https://www.gov.im/media/1363392/ch-21-hydrology-climatology.pdf https://www.gov.im/about-the-government/departments/infrastructure/harbours-information/territorial-seas/manx-marine-environmental-assessment/	These documents proved useful and informed the characterisation of the physical processes baseline in Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1).	No
Morg_0065_017_020623	S42	Email	6.4.14 Designated sites Chapter 7 (Benthic Ecology) outlines consideration of all designated sites in the study area and then identifies two MCZ as being relevant, and confirms that others are not for further consideration. This is clear. However, in this Chapter (6)(Physical Processes) only the two MCZs are indicated, but not that other sites have been identified or assessed. For continuity and demonstrated consideration, it is recommended that a similar approach is taken for Chapter 6.	The Marine Conservation Zone (MCZ) Assessment (Document Reference E4), Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement and the physical processes chapter (Volume 2, Chapter 1: Physical Processes of the Environmental Statement) have been updated and aligned with respect to designated areas.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_018_020623	S42	Email	Table 6.14: List of other projects, plans and activities considered within the CEA. Recommend the inclusion of Ørsted Isle of Man windfarm and, under the appropriate heading, the Crogga gas exploration/production projects.	A revised CEA screening (see Cumulative Effects Screening Matrix (Document Reference F3.5.1)) was undertaken to identify and assess projects and plans within the physical processes CEA study area.	No
Morg_0065_177_020623	S42	Email	Transboundary impacts screening (Volume 5, annex 5.2) Physical Processes 1.6.1.3 No transboundary impacts upon physical processes are anticipated. It is proposed that transboundary impacts upon physical processes are screened out of the EIA process. NOTED.	The Applicant thanks you for your response. The physical processes topic is screened out for transboundary impacts as detailed in Volume 3, Annex 5.2: Transboundary impacts screening of the Environmental Statement.	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: • Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: NEOffshoreWindStrategicSolutions@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor are evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine Mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore Ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1)); Volume 2, Chapter 2: Benthic Subtidal Ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_013_020623	S42	Email	Physical Processes We note that further processing of geophysical surveys and particle size analysis is yet to be undertaken. We would therefore like to highlight that our comments provided in this Annex are subject to the outcome of further data analysis to validate conclusions of the physical processes modelling and assessment.	The sediment grading properties applied within the modelling was derived from BGS datasets and included both generalised Folk classification from borehole logs and detailed particle analysis data (see Volume 4, Annex 1.1: Physical Processes Technical Report of the Environmental Statement (Document Reference F4.1.1)). This data was verified against Particle Sieve Analysis (PSA) of sediment samples collected during site specific surveys, the analysis of which was undertaken following completion of the modelling study.	No
Morg_0066_014_020623	S42	Email	There is a considerable amount of sandwave clearance and seabed preparation footprint proposed. We advise that all efforts should be made to avoid areas of sandwaves or minimise the need for clearance by micro-routing cables. Therefore, we encourage refinement of the MDS as much as possible using project specific acoustic data.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_034_020623	S42	Email	The Maximum Design Scenario's (MDS) for sandwave clearance and other seabed preparation activities is exceptionally large. While we support the use of sandwave levelling as a form of mitigation measure to reduce the likelihood of using cable protection; there is a considerable amount of sandwave clearance and seabed preparation footprint proposed. We advise that all efforts should be made to avoid areas of sandwaves or minimise the need for clearance by micro-routing cables. Therefore, we encourage refinement of the MDS as much as possible using project specific acoustic data. Full consideration should also be given to relocation of any disposal material and impacts that my have. We advise where possible disposal is within area of similar sediment type and with in the same sediment system.	The volume of sandwave clearance required has been refined from the PEIR to the Environmental Statement. The sandwave clearance width and the proportion of inter-array cables requiring sandwave clearance have been reduced. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery.	Yes
Morg_0066_045_020623	S42	Email	Chapter 6, Section 6.4.5 We are broadly content with the quality and quantity of surveys for baseline characterisation and survey methodology.	The Applicant notes your response.	No
Morg_0066_046_020623	S42	Email	Chapter 6, Section 6.4.15 The future baseline scenario section is currently quite broad, with limited site- specific information or assessment of the future baseline scenario within the study area. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), require that a "a description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort, on the basis of the availability of environmental information and scientific knowledge". Natural England would expect to see a qualitative assessment of the future baseline environment in response to natural change. This should be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Volume 2, Chapter 1: Physical processes of the Environmental Statement (Document Reference F2.1) includes the Future Baseline Scenario within the Baseline Environment.	No
Morg_0066_047_020623	S42	Email	Chapter 6/Annex 6.1 (general) Natural England and JNCC produced a joint guidance document which provides advice on the key sensitivities of habitats and MPAs in English waters to cabling within the proposed Round 4 leasing areas (Natural England & JNCC, 2019). Developers should follow the best practice advice provided within this document, including advice on which MPA features are especially sensitive to cabling pressures. We recommend you include this best practice guidance within the ES application - hiips://data.jncc.gov.uk/data/3c9f030c- 5fa0-4ee4-9868-1debedb4b47f/NE-JNCC- advice-key-sensitivities-habitats-MPAs-offshore-windfarm-cabling.pdf.	The Applicant notes your response. This advice has been considered within the assessment chapters of Environmental Statement and HRA (see HRA Stage 2 ISAA Part 1 – 3 (Document Reference E1.1-E1.3).	No
Morg_0066_048_020623	S42	Email	Chapter 6, Table 6.6 There are site-specific surveys referenced throughout the chapter which have not been provided with the PEIR reports. It would be useful to see these reports: • Guardline (2022); • XOcean (2022); and	Guardline (2022) and XOcean (2022) have been provided, as requested. Furgo (2022) is a geotechnical report and therefore not considered relevant for the EIA. Site-specific surveys have been presented and discussed with Natural England throughout the Expert Working Group workshops.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			• Furgo (2022). Please provide these reports or a link to them		
Morg_0066_049_020623	S42	Email	Chapter 6, Section 6.9/Annex 5.1 We note that Westminster Gravels will be renewing their aggregate extraction licence in Area 457 in Liverpool Bay (please see: EIA/2023/00003). Currently this proposal is in early EIA scoping stages, the ES is expected to be submitted in Q2 2024. Consideration may need to be given to this proposal in the CEA.	A revised CEA screening (see Cumulative Effects Screening Matrix (Document Reference F3.5.1)) was undertaken to identify and assess projects and plans within the physical processes CEA study area, including Liverpool Bay Area 457 - Westminster Gravels Aggregate Extraction Licence.	No
Morg_0066_050_020623	S42	Email	Chapter 6, Section 6.9/Annex 5.1 We note that the Mersey Tidal Power Project has been scoped out in the screening matrix of the PEIR. However, this may need to be given further consideration as the project progresses. Consideration may need to be given to this proposal in the CEA.	A revised CEA screening (see Cumulative Effects Screening Matrix (Document Reference F3.5.1)) was undertaken to identify and assess projects and plans within the physical processes CEA study area, including the Mersey Tidal Power project.	No
Morg_0066_051_020623	S42	Email	Chapter 6/ Annex 6.1 We acknowledge that numerical modelling has been used to quantify the changes in physical processes due to the installation of the Morgan Generation Assets. We are broadly in agreement with the modelling approach and presentation of the outputs.	The Applicant notes your response.	No
Morg_0066_052_020623	S42	Email	Annex 6.1, Section 1.8.2 It is noted that plough dredging may be undertaken as part of the seabed preparation activities. This hasn't been included in the modelling. It would be preferable to see a model simulation of plough dredging to understand potential SSCs, sedimentation footprint and plume distance from this methodology.	The modelled scenario used for the assessment was undertaken with suction hopper dredger as this defined the maximum design scenario, as described in Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1). The use of plough dredging mobilises less material as sediment is 'pushed' along the seabed therefore the footprint and SSC would be smaller than those modelled. A detailed description of the modelling is provided in Volume 4, Annex 1.1: Physical Processes Technical Report of the Environmental Statement.	No
Morg_0066_053_020623	S42	Email	Annex 6.1, Section 1.8 Whilst some parameters for sandwave clearance have been defined e.g. footprint of mega ripples, there is limited information on the existing sandwave features such as sandwave height. If possible, please provide further detail on sandwaves such as maximum sandwave height.	Further information is provided in the Baseline Environment within Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1).	No
Morg_0066_054_020623	S42	Email	Annex 6.1, Section 1.8.3 This section discusses concurrent drilling operation events. Can the developer please confirm if concurrent multiple activities will take place (e.g. drilling, dredging and cable installation)? If they are, the model doesn't seem to assess concurrent multiple activities and potential overlapping sediment plumes. Please clarify and provide outputs and maps showing release of all sediments and fines from concurrent drilling and dredging activities, if possible.	Modelling is presented in Volume 4, Annex 1.1: Physical Processes Technical Report of the Environmental Statement and an assessment was undertaken in Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1) for two concurrent and adjacent drilling operations, as outlined in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). It is recognised that multiple activities may be undertaken at the same time. However programme phasing and logistics would limit coincident activities. It is not realistic or practical to provide other combined outputs as there is an infinite number of potential scenarios depending on the activity, location and phasing.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_055_020623	S42	Email	Annex 6.1, Section 1.8.3 This section has provided an overview on different piling scenario's but it is not clear which method of piling has been used in the modelling (e.g. pin piles or monopiles). The Project Description states that monopiles and pin piles will be used for wind turbine and OSP foundations, therefore both of these piling techniques should be modelled. Please clarify the piling method use for the modelling.	For suspended sediments the modelling was undertaken based on the requirement to drill piles, i.e. the largest potential piled foundation. Pin piles, although more numerous, are more likely to be driven, and even if drilled release minimal material during installation events. Therefore the maximum design scenario was modelled and assessed. For impacts relating to littoral currents the scenario which provided the greatest obstruction to tidal flows were modelled and assessed. See Volume 4, Annex 1.1: Physical Processes Technical Report of the Environmental Statement (Document Reference F4.1.1).	No
Morg_0066_056_020623	S42	Email	Chapter 6, Section 6.14 We note that further processing of geophysical surveys and particle size analysis is yet to be undertaken. We would therefore like to highlight that our comments provided here are subject to the outcome of further data analysis to validate conclusions of the physical processes modelling and assessment. We highlight the risks associated with further data processing to validate the conclusions and reserve the right to change our position for the ES submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis.	The sediment grading properties applied within the modelling were derived from BGS datasets and included both generalised Folk classification from borehole logs and detailed particle analysis data. This data was verified against Particle Sieve Analysis (PSA) of sediment samples collected during site specific surveys, the analysis of which was undertaken following completion of the modelling study.	No
Morg_0066_057_020623	S42	Email	Chapter 6, Section 6.6.2 Jack-up vessels have been scoped out of the assessment, but they weren't included in the modelling. One of the justifications for scoping out jack-up vessels is based off of Barrow offshore wind farm with data <15 years old. We advise that further justification is provided for scoping out jack-up vessels i.e. inclusion in the modelling. The data from Barrow offshore wind farm is <15 years old and parameters are project specific, therefore not comparable to this project.	Further justification for scoping out is provided in Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1).	No
Morg_0066_058_020623	S42	Email	Chapter 6, Section 6.6.2 Disagree that scour protection measures should be scoped out of the assessment. Scour protection measures should be included in the assessment.	Scour protection is provided within the project infrastructure. The project description in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3), details that the provision made is adequate/proportionate. The physical processes assessment in Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1) includes provision of scour protection as an integral part of the design.	No
Morg_0066_059_020623	S42	Email	Chapter 6, Section 6.8 We note that suction hopper dredging has been identified as the primary dredging method for sandwave clearance. It has been noted that the dredged material will be deposited along the cable corridor or in the adjacent trough area. We welcome the return of cleared material to the system from which it was removed and advise that it should be intelligently placed so that excavated material quickly infills the excavated depression. This should be done using a fall pipe.	The Applicant notes your response. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery.	No
Morg_0066_060_020623	S42	Email	Chapter 5/Chapter 6 Natural England broadly agree with the EIA methodology for the assessment of Physical Processes	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_061_020623	S42	Email	Chapter 6, Section 6.9 We note that the tiered system used within the cumulative impact assessment is based on a three-tier approach. Natural England and JNCC (2022) has developed a tiered approach for scoping projects into cumulative/in-combination assessments. Please see Natural England's Best Practice Guidance Phase III.	The approach undertaken for cumulative assessment aligns with the Planning Inspectorate Advice Note 17. See Cumulative effects screening matrix (Document Reference F3.5.1).	No
Morg_0066_065_020623	S42	Email	MCZ Assessment Report West of Walney MCZ and West of Copeland MCZ have been screened out. We broadly agree with the rationale for these sites being screened out subject to further clarification from the developer on comments made in this Annex (e.g. comment 1.32).	The Applicant notes your response.	No
Morg_0066_071_020623	S42	Email	The Maximum Design Scenario's (MDS) for sandwave clearance and other seabed preparation activities is exceptionally large. While we support the use of sandwave levelling as a form of mitigation measure to reduce the likelihood of using cable protection; there is a considerable amount of sandwave clearance and seabed preparation footprint proposed. We advise that all efforts should be made to avoid areas of sandwaves or minimise the need for clearance by micro-routing cables. Therefore, we encourage refinement of the MDS as much as possible using project specific acoustic data. Full consideration should also be given to relocation of any disposal material and impacts that may have. We advise where possible disposal is within area of similar sediment type and within the same sediment system.	The maximum sandwave clearance has been reduced from the 104 m width proposed at PEIR to 80 m width for the inter-array cables. These parameters have been incorporated into the assessment, see Volume 2, Chapter 1: Physical Processes of the Environmental Statement, Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement and the Marine Conservation Zone Screening assessment (Document Reference E.2).	Yes
Morg_0066_084_020623	S42	Email	MCZ Assessment. Document Used: Marine Conservation Zone Assessment Report. Screening. Natural England agree with the MCZ assessment and conclusions.	The Applicant notes your response.	No
Morg_0036_004_020623	S42	Email	With respect to Marine Physical Processes, NRW (A) advise that cumulative impacts from the large spatial extent of sand wave clearance at Morgan, Mona and Morecambe should be assessed, and we raise concerns regarding the large areas of seabed that will be flattened. We also advise cable protection measures should be minimised as much as possible for these sites.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sandwaves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery.	No
Morg_0036_010_020623	S42	Email	1. Key issues 1: sand wave clearance. Sand wave clearance should be considered cumulatively as well as alone. NRW (A) are concerned by the large spatial extent of sand wave clearance that is required to install the cables and infrastructure at both the Morgan, Mona and Morecambe Array Sites, which should be considered cumulatively as well as alone due to their proximity to each other.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. This is also the case for Mona Offshore Wind Project and Morgan and Morecambe Offshore Wind Project: Transmission Assets. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery. A CEA has been undertaken including all relevant projects and plan; see Cumulative Effects Screening Matrix (Document Reference F3.5.1). The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0036_012_020623	S42	Email	3. Detailed comments, key issue 1: sand wave clearance. NRW (A) are concerned by the large spatial extent of sand wave clearance that is required to install the cables and	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			infrastructure at both the Morgan Array Site, which amounts to 24,053,910m3, and at the Mona Array site which amounts to 21,020,341m3.	therefore making this material readily available for redistribution and sandwave recovery. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	
Morg_0036_013_020623	S42	Email	4. Detailed comments, key issue 1: sand wave clearance. The proposed works infer that the seabed will be flattened i.e. sand wave crests lowered and sediment deposited in adjacent troughs. Whilst NRW (A) understands that the sand will remain locally within the same sediment cell, we are concerned that the seabed morphology will not be able to recover and regenerate its migratory pattern of bedload sediment transport for many years if the seabed features are flattened to ground level and the troughs filled in over a large spatial area.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery. The maximum design parameters for sandwave clearance and seabed preparation are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	Yes
Morg_0036_014_020623	S42	Email	5. Detailed comments, key issue 1: sand wave clearance. It is important to understand the relevance of the migrating sandwaves to the regional sediment budget and sediment transport system offshore of the North Wales coast. The Morgan and Mona sand wave clearance activities should not be treated in isolation but in-combination, given the close proximity of both sites.	Project refinement has been undertaken; corridor widths have been refined and the volumes of sandwave clearance have been significantly reduced. It should be clarified that sandwaves will not be flattened – sand waves will be cleared and material sidecast in the vicinity of the sandwave therefore making this material readily available for redistribution and sandwave recovery. The cumulative effects assessment considers all relevant projects and considers both the extent and magnitude of potential impacts. See Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1).	Yes
Morg_0036_015_020623	S42	Email	6. Detailed comments, key issue 1: sand wave clearance. Each site has been assessed independently, and sand wave clearance has only been assessed in relation to Suspended Sediment Concentration (SSC) plumes and sediment deposition following disturbance. Whilst NRW (A) agree that the SSC plumes arising from the sand wave clearance and cable installation activities at the Morgan Array site do not tidally advect over to the Mona array site or impact on any designated features in Welsh Waters, the impact to bedload sediment transport processes and the regional sediment budget should be assessed in-combination (Morgan, Mona and Morecambe Offshore Wind Farm (OWF) Array sites) and considered in line with other receptor groups, i.e. fish and benthic habitats, as physical processes are a pathway for impacts to other receptor groups.	The Cumulative Effects Screening Matrix (Document Reference F3.5.1) considers all relevant projects and considers both the extent and magnitude of potential impacts including both suspended sediment concentrations and sediment transport pathways. The structure of the cumulative effects assessment within the physical processes and benthic ecology chapters has been adjusted to ensure the proportionate and clear assessment of the Morgan Generation Assets in combination with the Morgan and Morecambe Transmission Assets, Morecambe Offshore Wind Farm and Mona Offshore Wind Project. See Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1) and Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0036_016_020623	S42	Email	7. Detailed comments, key issue 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. birds, benthic). Given the intention to leave the rock in situ upon decommissioning, permanent presence of the rock will potentially alter the seabed sediment transport processes leading to permanent alterations to the seabed morphodynamics. This could have potential cumulative impacts to the sediment transport systems of the North Wales coast, causing further impacts to receptors within Welsh waters and Welsh protected sites. It is essential to consider these combined impacts from the large amount of cable protection proposed across this vast area. NRW (A) therefore strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been refined from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes
Morg_0036_017_020623	S42	Email	8. Benthic subtidal and intertidal ecology. NRW (A) note the physical processes zone of influence for the Morgan array extends into Welsh waters to the northern part of the Mona array. NRW (A) defer any advice on the Mona array to our colleagues at JNCC.	The Applicant notes your response. The effects of the Morgan Generation Assets together with other projects, including the Mona Offshore Wind Project, have been assessed in the CEA in Volume 2, Chapter 2: Benthic	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Notwithstanding this, please refer to concerns raised by the NRW Physical Process Specialist (section 1.1) regarding potential cumulative impacts from the Morgan and Mona array to the regional sediment budget and sediment transport system of the North Wales coast, which could indirectly impact benthic habitats.	Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0068_001_020623	S42	Email	We write on behalf of Ørsted Isle of Man (UK) Limited ("Ørsted") the developer of the proposed Isle of Man Offshore Windfarm, in response to your notification of a proposed application for a development consent order ("DCO") under section 48 of the Planning Act 2008. We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and the Isle of Man Offshore Windfarm. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation.	The Applicant notes your response. The Applicant has undertaken engagement with Ørsted Isle of Man (UK) Limited post PEIR.	No
Morg_0069_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Barrow. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.	The Applicant notes your response. The Applicant has undertaken engagement with Barrow Offshore Wind Farm post PEIR.	No
Morg_0069_002_020623	S42	Email	Introduction: Interaction between Barrow and the Morgan Offshore Wind Project. Barrow is an operational offshore wind farm with combined capacity of 90 MW and 30 wind turbine generators. Barrow holds a lease from the Crown Estate and operates pursuant to the below consents.	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0070_008_020623	S42	Email	Physical interaction of projects It is very important that Burbo Bank Extension and its associated transmission assets can at all times be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for Burbo Bank Extension, including access for jack-up vessels and anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.	The Applicant notes your response. A description of the Morgan Generation Assets is provided in Volume 1, Chapter 3: Project Description of the Environmental Statement and a description of the Morgan Transmission Assests will be included in a separate DCO application. A revised CEA screening (see Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1) was undertaken to identify and assess projects and plans within the individual assessment chapters. The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into the Pathways to 2030 Holistic Network Design.	No
	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and West of Duddon Sands. Our response at this stage is based on documents currently made available regarding your project and our	The Applicant notes your response. The Applicant has undertaken engagement with West of Duddon Sands post PEIR.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			response will develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.		
	S42	Email	We would also welcome the opportunity to discuss further the following cumulative and in-combination impacts: - Cumulative and in-combination effects – these are an area of concern due to the nature of the increased development in a congested area of sea, particularly in relation to shipping and navigation, ornithology, and marine mammals, as well as seabed morphology - Further displacement of fisheries and established co-existence relationships - Wintering populations of pink-footed geese - Herring gull and lesser black-backed gull relating to the Alt, Morecambe Bay and Martin Mere SPAs - Breeding populations of the breeding populations of Max shearwater at the Rum, Skokholm and Skomer SPAs.	The outcomes of topic specific cumulative screening are presented in Volume 3, Annex 5: Cumulative Effects Screening Matrix of the Environmental Statement. The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. This project has been included as a Tier 2 project within the cumulative effects assessment section of the commercial fisheries chapter of the Environmental Statement. A revised cumulative effects assessment screening was undertaken for each topic (see Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1)) to identify and assess projects and plans with the potential for cumulative effects with the Morgan Generation Assets. Plans and projects screened into the assessments are assessed within the cumulative effects screening section of each assessment chapter (Volume 2, Chapters 1 to 15 of the Environmental Statement). Potential impacts related to the displacement of commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. Potential impacts on birds are considered within Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0087_024_020623	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	No significant effects have been concluded as a result of the Morgan Generation Assets, alone or cumulatively with other projects and so no monitoring has been proposed. It is concluded that there will be no significant cumulative effects on physical processes receptors from the Morgan Generation Assets alongside other projects/plans. See Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1), which considers requirements for monitoring.	No
Morg_0137_013_120523	S47	Online form Q1.1	I'm unsure as to whether the "physical process" referred to in this point refers to the physical process of construction and maintenance or the physical process of the actual consultation. If it's the former, any construction, operation and maintenance of the wind farm must respect the ecology of the area together with the livelihoods, travel and communications corridors of those dwelling in the area, particularly in the Isle of Man. If the latter, the process seems designed to deter participation by being overly complicated.	Physical processes in this context cover impacts on marine and coastal processes and are defined as encompassing the following elements: • Tidal elevations and currents • Waves • Bathymetry • Seabed sediments • Suspended sediments • Sediment transport. The physical processes chapter assesses the impacts arising from the construction, operation and maintenance and decommissioning phases. See Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1) for more information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0163_001_270523	S47	Consult Online	With the construction and mass movement of sediment from the seabed, will you contribute to the resulting dredging operation what will occur at surrounding ports?	The physical processes assessment (see Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1)) includes the dispersion and fate of material mobilised during construction activities and is supported by a numerical modelling study. The cumulative effects of Morgan Generation Assets together with other projects, as identified in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1), were assessed as having no effects which are significant in EIA terms. The Morgan physical processes study area, which informed the assessments, encompasses the: - Morgan Array Area (i.e. the area within which the wind turbines, foundations, inter-array cables, interconnector cables and Offshore Substation Platforms (OSPs) forming part of the Morgan Generation Assets will be located) - Morgan Potential Array Area (which is the area presented within the PEIR, and also the area used for the Morgan modelling) - Seabed that may be influenced by changes to physical processes due to the Morgan Generation Assets defined as one spring tidal excursion which is the distance suspended sediment is transported prior to being carried back on the returning tide. It is noted that the Morgan physical processes study area forms the focus for the assessment and that the numerical modelling study undertaken to support the assessment is not limited to this region, as detailed in Volume 4, Annex 1.1: Physical Processes Technical Report of the Environmental Statement. The physical processes modelling study therefore also identifies any potential impacts beyond the Morgan physical processes study area. The Morgan physical processes study area for the Cumulative Effects Assessment is defined as two spring tidal excursions which represents where study areas for adjacent projects and developments, defined in a similar way, may intersect (see Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1)). The Morgan physical processes study area for the Cumulative Effects Assessment does not reach the coast, and therefore any potential impacts from the Morgan Generation Assets will not affect dredging operations at surrounding ports.	No

D.24.7 Benthic subtidal ecology table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0023_001_290423	S47	Email	I would like to know what impact this project is set to have on marine life in the Irish Sea, as a result of assessment, installation, maintenance and general operation. What assessments have been done in this regard?	The EIA and a summary of the surveys undertaken to inform the assessments on marine life are presented in the following chapters: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0050_001_300523	S42	Email	Our position on offshore wind development. We support action to tackle climate change and recognise the serious threat to nature if action is not taken. However, we also face an ecological emergency with 41% of species in decline in the UK.1 There is an inextricable link between the climate and nature crises, which means efforts to solve one crisis will be futile if they do not also address the other. Consequently, fulfilling UK ambitions for energy infrastructure as a major decarbonisation pathway to limit climate change will fail if they do not achieve environmental protection, recovery, and enhancement of marine and onshore habitats, species, and carbon stores. The scale of OWF planned in the Irish Sea make makes it one of the most significant activities with the potential to impact on wildlife and ecology in our coastal waters and the wider Irish Sea, arguably second only to fishing. To realise the potential contribution of OWF to decarbonising the energy sector and helping to mitigate the worst impacts of climate change on society and nature, it must protect and support nature's recovery on land and at sea.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment, carried out to minimise and mitigate any potential adverse effect on receptors. The impact assessment carried out and presented in Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) aims to minimise and mitigate any potential adverse effect on benthic receptors. The potential benefits to benthic communities are also considered with regards to the potential for enhanced biodiversity due to colonisation of artificial structures. Impact assessments for construction, operations and decommissioning-related activities have been assessed, and, where appropriate, mitigation measures have been proposed. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_002_300523	S42	Email	Strategic coordination of energy generation and transmission infrastructure. The Wildlife Trusts (TWT), of which the NWWTs are members, have long advocated for greater strategic coordination in the planning, design, and delivery of offshore electricity generation together with the offshore and onshore electricity transmission infrastructure needed to distribute electricity generated offshore to where it is needed, to reduce environmental and consenting risks. To this end TWT is represented on the Offshore Transmission Network Review (OTNR) Expert Advisory Group and participates in strategic forums such as the Offshore Wind Evidence and Change (OWEC) Programme. We therefore welcome that the Morecambe and Morgan OWF have been scoped into the Pathways to 2030 Workstream under the OTNR and will therefore share transmission assets.	The Applicant notes your response.	No
Morg_0050_003_300523	S42	Email	Strategic compensation and enhancement. One opportunity of strategically planned offshore energy generation and electricity transmission infrastructure (including onshore elements) is for strategic approaches to compensating for residual environmental impacts that cannot be avoided or adequately mitigated. There is significant potential for such measures to have a greater overall positive impact on the environment and biodiversity and take compensation beyond the level of no net loss into achieving net positive effects. Whilst we recognise that Biodiversity Net Gain policies and delivery frameworks are more developed for terrestrial and intertidal habitats than they are for the marine environment, we would still expect Morgan OWF to aim to achieve an overall net positive impact on biodiversity and ecology in the marine environment. We ask that the Morgan offshore wind farm development commit to achieving	The project will commit to working with the SNCBs on this and keep a watching brief on any associated guidance that is produced. The Applicant notes your response. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			net positive impacts on biodiversity and ecology in the marine environment and to seek to engage with relevant stakeholders to achieve that goal.		
Morg_0050_004_300523	S42	Email	Potential for cable corridor mitigation and enhancement for benthic habitats. TWT has dedicated extensive resource to the exploration of benthic compensation. This effort has led to the conclusion that benthic compensation and Measures of Equivalent Environmental Benefit (MEEB) are incredibly difficult to deliver in the marine environment, causing unnecessary costs and delays for OWF projects. It is therefore recommended that cables and array areas avoid benthic MPAs. There is an indication though that the design, construction, and management of cable corridors can serve to mitigate the need for benthic compensation, and potentially even serve as compensation themselves by enhancing and improving the condition of these habitats. For example, by excluding activities that could damage surface laid cables, such as demersal fishing and anchoring, impacts on benthic habitats within cable corridors could be drastically reduced or even removed entirely, enabling them to recover to more favourable condition. Further, excluding activities that could damage surface laid cables would preclude the need for cable protection, eliminating the need for benthic compensation and saving on costs for developers and ultimately the consumer – which should be an even higher priority considering the current energy cost crisis.	The Morgan Generation Assets does not spatially overlap with any MPAs and indirect impacts from the project were screened out in the Marine Conservation Zone Screening Assessment (Document Reference E2). The Morgan Generation Assets will therefore not affect, other than insignificantly, the protected feature of any MCZ and an MCZ assessment is not required. On this basis, benthic compensation or MEEB are not necessary for this project.	No
Morg_0050_014_300523	S42	Email	Annex 2: Offshore ecology No. 3 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.5.2 Paragraph: Table 7.13 TWT & NWWT comment: For the sake of being precautionary, in the matrix used for the assessment of the significance of the effect, where the assessment is currently deemed “moderate or major”, the more precautionary “major” should be used.	The EIA methodology adopted and outlined in full in Volume 1, Chapter 5: Environmental Impact Assessment Methodology of the Environmental Statement (Document Reference F1.5) allows for professional judgement to be exercised alongside precaution to allow for a proportionate assessment throughout Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Justifications are presented in the conclusions of Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) where a choice has been made between two significance conclusions.	No
Morg_0050_015_300523	S42	Email	Annex 2: Offshore ecology No. 4 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.6.1 Paragraph: Table 7.14 TWT & NWWT Comment: CWT is concerned to note that the worse-case cumulative area of seabed disturbance is up to 87,360,220m2 of habitat loss/disturbance during the construction phase and that this is underplayed as a small area within the PEIR, and thus of small magnitude for impact assessment.	Project parameter refinements post-PEIR have resulted in a reduction in the area associated with temporary habitat loss (see Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)). This is considered proportionally a small area of disturbance, in the context of the distribution of habitats in the wider regional benthic ecology study. Furthermore, the sediments and associated communities are predicted to recover following cessation of construction activities.	No
Morg_0050_016_300523	S42	Email	Annex 2: Offshore ecology No.5 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.6.1 Paragraph: Table 7.14 TWT & NWWT Comment: Sandwave clearance deposition: Up to 50,107,820m2 of habitat disturbance associated with the deposition – this is a huge area and without smaller parameters it is hard to comment.	The area of temporary habitat disturbance attributed to the deposition of material arising from sandwave clearance has reduced following post PEIR refinements to the project parameters (see Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)).	Yes
Morg_0050_017_300523	S42	Email	Annex 2: Offshore ecology No.6 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.8 Paragraph:7.8.5.3 TWT & NWWT Comment: Colonisation of structures – The PIER states that there will be long term habitat creation of up to 1,995,525m2 but operation and maintenance phase is only 35 years, which in terms of ecological timelines is not long term. Full consideration of this habitat	The assessment of the introduction of artificial structures in to the soft sediment dominated environment of the Morgan Array Area has been considered in the magnitude and sensitivity sections of this impact in Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) and is considered for all phases of the Morgan Generation Assets (i.e. including the decommissioning phase).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			creation needs to be taken during the decommissioning phase if this is to be phrased as a benefit.		
Morg_0050_018_300523	S42	Email	Annex 2: Offshore ecology No.7 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.8 Paragraph:7.8.5.4 TWT & NWWT Comment: Notes that the new hard substrate will represent a shift in the baseline conditions from soft substrate areas (i.e. muds, sands and gravels) to hard substrate in the areas where infrastructure is present. – whilst this will increase biodiversity as noted, full consideration needs to be considered for the change in ecological conditions and the impact of this.	The assessment of the introduction of artificial structures in to the soft sediment dominated environment of the Morgan Array Area has been considered in the magnitude and sensitivity sections of this impact (Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)).	No
Morg_0050_019_300523	S42	Email	Annex 2: Offshore ecology No.8 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.9.1 Paragraph: Table 7.24 TWT & NWWT Comment: We are disappointed that fishing has been considered as part of the baseline and has not been included in the CEA for benthic and subtidal ecology. Fishing is a licensable activity that has the potential to have an adverse impact on the marine environment.	Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). No meaningful assessment could be carried out to incorporate it. This is an approach which has been taken across the Environmental Statement and is the standard approach for EIA (see Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)).	No
Morg_0050_020_300523	S42	Email	Annex 2: Offshore ecology No.9 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.10.2 Paragraph: 7.10.2.1 TWT & NWWT Comment: We welcome the 50 km buffer of the Morgan Generation Assets for assessment of cumulative impacts.	The Applicant is pleased that the North West Wildlife Trust welcomes the 50 km buffer for the Morgan Generation Assets cumulative assessment and confirms that this approach has been taken forward for use in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0050_021_300523	S42	Email	Annex 2: Offshore ecology No. 10 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.4 Paragraph: 7.4 TWT & NWWT Comment: Baseline conditions – we are concerned that the baseline conditions already represent a degraded state from its potential, given the 'shifting baseline syndrome'. Therefore biodiversity net gain is essential to achieve through development.	Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_022_300523	S42	Email	Annex 2: Offshore ecology No. 11 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.5 Paragraph: 7.8.5.15 TWT & NWWT Comment: We welcome the consideration to use smaller grained material to scour/cable protection to ensure similarities in the baseline conditions. We advocate to avoid cable protection where possible in soft sediments, particularly through designated areas and MCZs.	The Applicant is committed to cable burial where possible. Aside from cable crossings, cable protection will be remedial (e.g. where cables become exposed due to mobile seabed). The project will not use cable protection where burial can be successful as burial is the most effective means of protecting the cable. There is, however, no commitment to use smaller grained material for scour/cable protection. Please see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0050_023_300523	S42	Email	Annex 2: Offshore ecology No. 12 Document: V. 2, Ch. 7, Benthic Subtidal ecology, 7.8.9 Paragraph: 7.8.9.3, 7.8.9.8 TWT & NWWT Comment: We welcome the acknowledgment that design and installation factors affect EMF and would encourage these to be used to minimise the impact of EMF, especially given the acknowledgment that there is relatively little known about the effects of EMF on invertebrates.	The impacts of EMF on benthic receptors have been assessed in the operations and maintenance phase of the Morgan Generation Assets in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) and is based on the current evidence bases for this impact. The assessment takes in to account the commitment to bury cables where possible which will reduce the magnitude of EMF.	No
Morg_0052_001_310523	S42	Email	Volume 2, Chapter 7: Benthic Subtidal Ecology Major Comments	The habitats assessments have been reviewed and the results presented in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Section 7.4.5.12 concludes that no survey stations had anything other than a negligible resemblance to the 'sea pen and burrowing megafauna communities' habitat. However, burrow densities of 0.39 to 6.62 burrows per metres square (m2) were observed, and Joint Nature Conservation Committee (JNCC) guidance indicates that 'sea pen and burrowing megafauna communities' should be classified as present when burrow density of characteristic species exceeds one individual per 10m2 (JNCC, 2014). The MMO considers that this sensitive habitat should be scoped in as a receptor and included in the EIA. At very least, the report would require further information as to why these have been scoped out.	Environmental Statement (Document Reference F4.2.1) updated to include the sea pens and burrowing megafauna communities habitat as an IEF on a precautionary basis due to the abundance of burrows present. This IEF is now assessed in the project alone and CEA sections of Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0052_002_310523	S42	Email	Section 7.4.5.13 concludes that the Biodiversity Action Plan (BAP) habitat 'fragile sponge and anthozoan communities on rocky habitats' is not present within the array area on the basis that its characteristic species were only recorded at very low abundances. The MMO recommends more information should be provided to compare the observed presence of characteristic species, to any quantitative thresholds referenced in the definition of this habitat. If such thresholds are not defined or the available data doesn't allow a comparison to such thresholds, then it is appropriate to be precautionary and assume that this habitat is present in the areas, even where only a low abundance has been observed.	The habitats assessments have been revisited and are presented in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). This assessment concluded that in most images taken only a single sponge was identified and therefore these sites could not be classed as representing the fragile sponge and anthozoan communities on rocky habitats community.	No
Morg_0052_003_310523	S42	Email	The MMO notes that Thomson Environmental Consultants are not validated by the MMO to undertake particle size analysis (PSA) in support of marine licences, and therefore these results cannot be considered for purposes of dredge and disposal operations.	The Applicant can confirm that there was an error in the text in Volume 4, Chapter 2.1: Benthic Subtidal Ecology Technical Report, submitted with the PEIR. The PEIR stated that Thomson Environmental Consultants had undertaken the PSA analysis. This has since been checked with the laboratory and the PSA was subcontracted by Thomson Environmental Consultants to Ocean Ecology. Ocean Ecology are a laboratory validated by MMO for sediment analysis to inform marine licence applications.	No
Morg_0052_004_310523	S42	Email	The report that samples were collected from 35 stations, however a limited number of sample results are provided: 9 samples for polychlorinated biphenyls (PCBs) and metals, and 23 samples for polycyclic aromatic hydrocarbons (PAHs). In general, the results provided are below Cefas Action Level 1, however the MMO is unable to comment on the suitability of these results until the full suite of results has been provided for review.	The Applicant notes that there were inconsistencies in the reporting of the sediment chemistry data for the PEIR which have been corrected for the final application. The full sediment chemistry results for PCBs, PAHs and metals have now been provided; see Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0052_005_310523	S42	Email	Minor Comments Section 7.8.1 has concluded the magnitude as 'low' where up to 87 kilometres squared (km2) of seafloor habitat will be disturbed or lost. The MMO recommends that further information is provided to support this conclusion (for example, by referencing similar developments and the impact magnitude they have concluded for this pressure) and indicate whether, and to what extent, the impact footprint could be minimised, reduced, or mitigated. Additionally, when discussing disturbance during decommissioning, the MMO recommends stating what (if any) actions they would take if sensitive habitats have formed over areas where cables have been buried.	As a result of project parameters updates which have been made post-PEIR, the area of seabed which may be affected by temporary habitat disturbance/loss has been reduced. The conclusion of a 'low' magnitude has been reached based on the percentage of the Morgan benthic subtidal ecology study that this represents, which is small and, as described in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), recovery of all IEFs is likely to occur. The decommissioning of the Morgan Generation Assets will be subject to the policy and legislation in place at the time of decommissioning therefore it is not possible to make commitments regarding what will and will not be removed. The assessments in this chapter consider the MDS which would be for the removal of all artificial substrate and infrastructure.	No
Morg_0052_006_310523	S42	Email	Section 7.8.2 has concluded the magnitude as 'low' where suspended sediment concentrations will reach 3,000 milligrams per litre (mg/l) above background levels at release sites, and the plume will extend for 5 kilometres (km) to the northeast. The MMO recommends providing additional information on whether water clarity would change on the Water Framework Directive (WFD) scale and, if so, by how many ranks, over what spatial extent, and for how long? The MMO also recommends providing additional information on sediment deposition.	It should be noted that values in the region of 3,000 mg/l are only predicted at the release site during the dumping of sandwave clearance and would be temporary and of short duration. Average values and concentrations over the extent of the plume would be considerably less. Details regarding associated sediment deposition are presented in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) and draw on the project specific physical processes modelling. The associated MarESA pressure for the increases in	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				SSC impact pathway is "a change in one rank on the WFD scale e.g. from clear to intermediate for one year". The increases in SSC associated with the construction phase will be intermittent within a four year construction window, with each individual events resulting in increases in SSC being intermittent within this and lasting a short duration before returning to background levels (i.e. considerably less than a benchmark change of one year). See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0052_007_310523	S42	Email	Section 7.8.3 states that arsenic was recorded above Canadian threshold effect level (TEL) (but below Canadian probable effect level (PEL) and Cefas Action Levels 1 and 2) at eight out of nine sampling stations. Section 7.8.3.12 states that arsenic levels were at lower levels than is typical of deep-sea sediments, however it is unclear why this information has been presented (as the site area in not in the deep sea) and does this mean that the Canadian TEL level is below a level typical of deep-sea sediments? The MMO recommends additional clarification be provided.	The Applicant notes that there were inconsistencies in the reporting of the sediment chemistry data for the PEIR which have been corrected for the final application. The full sediment chemistry results for metals have now been provided; see Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). Regarding the comparison to deep sea sediments this was to provide a comparison however this has been removed as it has been assessed to be an unnecessary comparison.	No
Morg_0052_008_310523	S42	Email	Section 7.8.4 states that there will be 1.5 km2 of permanent habitat loss. As this is a large area, the MMO recommend additional information is added as to how this can be minimised, reduced, or mitigated.	The amount of permanent habitat loss associated with the Morgan Generation Assets has reduced due to PDE refinements post-PEIR (See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)). The application of the PDE process ensures that an assessment of the greatest extent of this impact has been considered.	Yes
Morg_0052_009_310523	S42	Email	Sections 7.8.11 and 7.10.9 note that no benthic ecology monitoring is proposed at this stage. The MMO would expect the effects on benthic ecology receptors to be monitored, to determine whether the predictions of the Environmental Statement (ES) are accurate, especially when sensitive features are potentially at risk. Once more additional information is provided regarding 'fragile sponge and anthozoan communities on rocky habitats' the MMO will be able to advise whether monitoring is required. Additionally, the MMO will be unable to advise until the results of a 2022 benthic survey have been incorporated into the assessment, this is because the 2022 survey aims to identify seabed features (Table 7.7) and it will be necessary to wait until the resulting data have been analysed and assessed to determine whether monitoring of additional features is required.	No significant effects have been concluded as a result of the Morgan Generation Assets alone or cumulatively with other projects and so no monitoring has been proposed. Monitoring related to undertaking maintenance activities is outlined in Volume 1, Chapter 3: Project Description of the Environmental Statement. This includes routine inspections of inter-array and interconnector cables to ensure the cables are buried to an adequate depth and not exposed. Any video footage available from these surveys will be reviewed by suitably experienced marine ecologists to determine whether the quality would allow for the identification of INNS. If so, the footage would be reviewed in accordance with the requirements of the INNS Management Plan, which will be included in the Offshore EMP. Additional information and data regarding the 'fragile sponge and anthozoan communities on rocky habitats' has been provided in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0052_010_310523	S42	Email	The MMO notes that within parts of the report, it has not been evidenced which aspects of the described benthic ecology baseline come from which sources. All baselines should be labelled and sourced, even where existing data was used either alongside or instead of site-specific survey data. The MMO also recommends that additional information is provided on how the data from the desktop study was used.	Information presented in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) is from the 2021 and 2022 site specific benthic surveys and has been signposted as such. The desktop data was used to determine the expected baseline for the Morgan benthic subtidal ecology study area (as presented in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) and compared with what was found in the site specific surveys.	No
Morg_0052_011_310523	S42	Email	Section 7.8.6.19 states that encrusted growth may be removed from installed structures, however it is unclear whether such measures would be put in place specifically to mitigate the potential spread of any invasive non-native species (INNS) that may colonise the installed	The removal of encrusted growth from infrastructure is not anticipated to occur on a routine basis, but for example it could be required to inspect a weld on the infrastructure or if the growth encroached on the design load factor. Should this be necessary the removal would be undertaken by	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			structures. The MMO recommends that additional clarification is provided on this point, particularly the reasonings behind removals and potential methodology.	remotely operated vehicles or divers. Actions to minimise the spread of INNS will be included as part of the Offshore EMP and is likely to include control measures for cleaning and disposal of biofouling from structures during operations and maintenance phase of the Morgan Generation Assets.	
Morg_0052_012_310523	S42	Email	The cumulative impact assessment (CIA) in Section 7.10.6 should be supported by an assessment of the connectivity between the Morgan Generation Assets and other hard habitats, with consideration for the fact that the larvae of benthic invertebrates can disperse over distances of tens of kilometres to more than a hundred kilometres (Álvarez-Noriega et al., 2020). The MMO also recommends that the CIA consider whether the presence and spatial distribution of installed hard structures increases connectivity between other (natural or artificial) hard habitats in the region, thus potentially acting as 'steppingstones' for the spread of INNS.	All projects included within a 50 km of the Morgan Generation Assets have been included in the Cumulative Effects Assessment (CEA). This buffer more than captures all of the relevant projects within the Morgan CEA benthic subtidal ecology study area. An assessment of the potential cumulative impact of an increased risk of introducing and spreading INNS has been conducted in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0052_013_310523	S42	Email	The definition of receptor 'sensitivity' differs between Table 5.7 (in Volume 1, Chapter 5) and Table 7.12 (in Volume 2, Chapter 7). The MMO notes that Table 5.7 seems to consider only the value/rarity of the receptor whereas Table 7.12 considers its vulnerability. The MMO recommends that the difference between the two tables be made more clear, and that the definition of sensitivity is clarified for both tables.	The definition of sensitivity has been adapted for the assessment in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) to include vulnerability and recoverability as well as considering the value and rarity. The Marine Evidence based Sensitivity Assessment (MarESA) has been drawn upon to support the assessment of sensitivity of the benthic subtidal ecology IEFs within the Morgan benthic subtidal ecology study area. The process for defining sensitivity in the chapter follows that defined by the MarESA sensitivity assessment, which correlates vulnerability (or resistance) and recoverability (or resilience) to categorise sensitivity. This is not relevant for all assessments in the Environmental Statement and therefore it is not included in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). The sensitivity table in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5) provides an example of the definitions for each of the sensitivity categories but also states that the topic-specific definitions for each of these categories are provided in each of the topic chapters.	No
Morg_0052_014_310523	S42	Email	In Table 7.21, the sensitivity of subtidal sand in West of Walney Marine Conservation Zone (MCZ) to the pressure 'Water flow (tidal current) changes (local)' is written as "not sensitive – medium," however the MMO considers this should read as "not sensitive." Please could this be clarified and evidenced.	The sensitivity of the West of Walney MCZ subtidal sand IEF has been amended to not sensitive in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) as suggested by MMO.	No
Morg_0052_059_310523	S42	Email	Volume 4, Annex 7.1: Benthic Subtidal Ecology Technical Report Major Comments Section 1.7.2.9 states that "all samples were also below the limit of detection except sample station ENV05 where PCB levels were detectable but below both Cefas Action Levels". However, there are currently no action levels for individual PCBs, nor an Action Level 2 for the sum of ICES7. In addition, the sample referenced (ENV05) is in considerable excess of the Action Level 1 for the sum of the ICES7. The only results presented for PCBs are those congeners included in the ICES7, and therefore the MMO is unable to determine the sum of the 25 congeners, for which an Action Level 2 does exist. The MMO considers it likely that these results may exceed this Action Level 2 when presented, and therefore material from the area surrounding this sample would not be considered suitable for dredging and disposal at sea.	The Applicant notes that there were inconsistencies in the reporting of the sediment chemistry data for the PEIR which have been corrected for the final application. The results of total PCBs (compared to the Cefas AL1 and AL2 and the Canadian TEL/PEL thresholds) and total ICES-7 PCBs (compared to the Cefas AL1 threshold) are presented in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Assessment (Document Reference F4.2.1) submitted with the final application. The full PCB results per station are also presented in Appendix F of Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Assessment (Document Reference F4.2.1).	No
Morg_0052_060_310523	S42	Email	The MMO notes that there are high levels of PCBs observed in one of the sediment samples, therefore, the MMO recommends mitigation such as implementing an exclusion zone for dredging in this area or implementing the use of a closed-bucket dredger to remove this	The Applicant notes that there were inconsistencies in the reporting of the sediment chemistry data for the PEIR which have been corrected for the final application (see Volume 2, Chapter 2: Benthic Subtidal Ecology	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			sediment and dispose of it to land. However, without the full results of the sampling area, the MMO is unable to advise on the necessary mitigation.	chapter of the Environmental Statement (Document Reference F2.2) and Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1)). The results of PCB analysis found no sample sites exceeded the relevant thresholds.	
Morg_0052_061_310523	S42	Email	The MMO notes that no disposal site is specified for the removal of material required for seabed preparation, with the PEIR stating that material is to be redistributed within the area. However, given the volume of material to be moved, and the potential use of a suction dredger, the MMO considers it necessary under the requirements of the London Dumping Convention / London Protocol (LCLP) and OSPAR for a disposal site to be designated for these works.	The Applicant notes your response. Material from sandwave clearance will be deposited in the immediate vicinity of the clearance site. The Morgan Array Area disposal site characterisation report (Document Reference J12) has been produced to accompany the final application.	No
Morg_0065_003_020623	S42	Email	Whilst the Isle of Man is not a member of the EU and is therefore not directly covered by most European directives, the Isle of Man still follows relevant European environmental safeguards and expects best practice to be followed. The Isle of Man also meets its obligations under both the Bonn and the Bern Conventions, via statutory instruments, specifically the Wildlife Act 1990. As part of this, the TSC would request that appropriate consideration is given to the species which are protected under this Act, and ensure that there are no detrimental impacts on these species as part of this proposed project given its close proximity to Isle of Man waters. In addition, the same would be requested in respect of the marine protected sites and the manner in which these are designated and managed, and key seabird breeding sites, including any transboundary impacts arising from the project.	Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5) has included consideration of Isle of Man designated sites. Isle of Man Marine Nature Reserves are considered within the following chapters of the Environmental Statement: • Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) • Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0065_004_020623	S42	Email	It is noted that the cumulative effects will be thoroughly investigated. However, of particular importance and concern would be the habitats and species found within Isle of Man waters, particularly those protected under Manx law or identified as threatened or declining by the OSPAR Convention, and which may be affected by the proposed developments. Comments included below request the inclusion of relevant, island-based conservation organisations which may also have relevant information and data of interest to the project. Any maritime developments within or adjacent to the Isle of Man territorial waters could potentially impact commercial fisheries in Manx waters so it would be appreciated if the relevant fishing organisations on the island were included as consultees via the appointed Fisheries Liaison Officer.	Potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 15 of the Environmental Statement).	No
Morg_0065_005_020623	S42	Email	The above proposal also has the possibility for potential trans-boundary impacts on Manx land/seascapes and the TSC would particularly like to ensure that the impacts on wildlife/habitat conservation and fisheries in Manx waters are fully considered within the scope of this assessment developments.	The Isle of Man is a Crown Dependency of the UK and not a European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such, potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary. Nonetheless, potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 14; and Volume 3, Annex 5.2: Transboundary impacts screening of the Environmental Statement (Document Reference F3.5.2)).	No
Morg_0065_013_020623	S42	Email	Data Sources The TSC would draw the applicant's attention to the Manx Marine Environmental Assessment (MMEA) which provides a useful overview of the Island's marine environment and should be taken into account as part of both the transboundary and possibly also the cumulative impacts assessment as part of this application. More detail will be provided below in respect of specific areas of the MMEA that should be reviewed.	Comment noted and the information in the MMEA has been referenced in the Benthic Subtidal Ecology Technical Report of the Environmental Statement to characterise the wider regional benthic subtidal and ecology study area. The MMEA is further referred to within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), and Volume 2, Chapter 4: Marine Mammals of the Environmental Statement	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Document Reference F2.4) and Volume 4, Annex 4.1: Marine Mammals Technical Report of the Environmental Statement.	
Morg_0065_019_020623	S42	Email	Chapter 7 Benthic Subtidal Ecology Table 7.24, 7.25 (throughout this chapter and elsewhere, including Fish and Shellfish Ecology) For the Isle of Man projects listed below; · Douglas Harbour, Isle of Man · Castletown Bay, Isle of Man – not aware of this as a current operation · Annual Maintenance Dredging Peel Harbour Isle of Man – please check quantities (400,000m3 annually is not considered correct), and disposal at sea is not currently a viable option. Has IoM Government (Department of Infrastructure) been consulted on the details and assumptions related to the above projects? It is not clear whether these projects are active, or that the correct quantities or assumptions about waste disposal sites have been made. Recommend clarification with DoI.	The IoM government has been consulted on these points and the updates provided have been incorporated into the CEA in the Benthic subtidal ecology technical report of the Environmental Statement. This has resulted in the removal of the Castletown Bay dredging from the CEA in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0065_020_020623	S42	Email	As noted, recommend inclusion of Ørsted Isle of Man windfarm and, under the appropriate heading, Crogga gas exploration/production projects. Has Manx Utilities been consulted over plans for a second electricity interconnector between UK and east coast Isle of Man? Likely within 10 years. See Figure 7.6. And then assessed as appropriate in subsequent analysis?	The Mooir Vannin Offshore Windfarm and the Crogga gas exploration/production projects have been included in the CEA in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The IoM government has been consulted on these points and the updates provided have been incorporated into the CEA in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The Applicant has consulted with Manx Utilities on their plans for a second interconnector. This plan is listed within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). As there is no information currently in the public domain for this plan it has not been screened into any of the topic cumulative assessments.	No
Morg_0065_021_020623	S42	Email	Designated sites 7.4.6.2 All other designated sites, including the MNRs around the Isle of Man, are outside the ZOI and so will not be affected by the Morgan Generation Assets. These sites have, therefore, not been considered further in this chapter. Noted, and see comment above re. Chapter 6.	Consideration has been given to protected species and protected sites within Isle of Man waters in Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). However, project-specific physical processes modelling has demonstrated that all of the Isle of Man sites identified are outside the zone of influence of the Morgan Generation Assets and are therefore not included in the assessments in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0065_178_020623	S42	Email	Subtidal and intertidal ecology 1.6.1.5 No potential transboundary impacts upon benthic subtidal and intertidal ecology are anticipated. It is proposed that transboundary impacts on benthic subtidal and intertidal ecology are screened out of the EIA process. NOTED.	Transboundary impacts have been considered in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) and no significant transboundary effects on benthic receptors are predicted.	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: • Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.	application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: REDACTED@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor are evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	No
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow,	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.		
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine Mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore Ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic Subtidal Ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_015_020623	S42	Email	Benthic Subtidal Ecology It is noted that further surveys were undertaken in summer 2022, but no results are currently included. It would have been beneficial for the survey locations to be included as a figure in the report. Natural England advises that the report should include all current/planned sample stations, even if full results are not yet available. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis.	Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include the results of the site-specific surveys undertaken in 2022 (and not therefore reported in the PEIR). The assessments presented in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) have also been updated accordingly to include assessment of any additional IEFs identified.	No
Morg_0066_016_020623	S42	Email	There is no indication of how the geophysical data was used to inform the positioning of the sample stations, if at all, or any indication of the bedforms encountered and how they may have related to the ecology, or have been used to create the habitat map. Natural England advises that details of geophysical surveys, and correlation of the geophysical data is included with benthic ecology data to provide confidence in the mapped outputs.	A summary of the geophysical surveys undertaken for the Morgan Generation Assets that have been used in the characterisation of the benthic subtidal ecology baseline are summarised in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_017_020623	S42	Email	Natural England advises that further assessment is required within the ES in relation to seabed preparation works including (but not exclusively) Boulder clearance and UXO detonation. In some instances where sensitivity of a habitat is measured as medium to one pressure that is likely to be exerted, Natural England would argue that sensitivity to a second pressure being low does not average out to low sensitivity over the two pressures. Natural England recommends that the most precautionary sensitivity is used when combining pressures.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The assessments have also been checked and adjusted to take in to account the highest sensitivity assigned to a biotope within an IEF. Therefore, a precautionary approach has been adopted.	No
Morg_0066_033_020623	S42	Email	We note that further processing of geophysical surveys and particle size analysis is yet to be undertaken. We would therefore like to highlight that our comments provided in this Annex are subject to the outcome of further data analysis to validate conclusions of the physical processes modelling and assessment. We highlight the risks associated with further data processing to validate the conclusions and reserve the right to change our position for the ES submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include the results of the site-specific surveys undertaken in 2022 (and not therefore reported in the PEIR). The assessments presented in the Benthic Subtidal Ecology chapter of the Environmental Statement have also been updated accordingly to include assessment of any additional IEFs identified.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_065_020623	S42	Email	MCZ Assessment Report West of Walney MCZ and West of Copeland MCZ have been screened out. We broadly agree with the rationale for these sites being screened out subject to further clarification from the developer on comments made in this Annex (e.g. comment 1.32). See Natural England 02June2023b for comment 1.32	The Applicant notes your response.	No
Morg_0066_066_020623	S42	Email	It is noted that further surveys were undertaken in summer 2022, but no results are currently included. It would have been beneficial for the survey locations to be included as a figure in the report. It is also noted that any comments made here are subject to change, when the additional information is received. Natural England advises that the report should include all current/planned sample stations, even if full results are not yet available. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis.	Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include the results of the site-specific surveys undertaken in 2022 (and not therefore reported in the PEIR). The assessments presented in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) have also been updated accordingly to include assessment of any additional IEFs identified.	No
Morg_0066_067_020623	S42	Email	The results of two geophysical surveys mentioned in Annex 7.1, Table 1.4, are not included. There is no indication of how the geophysical data was used to inform the positioning of the sample stations, if at all, or any indication of the bedforms encountered and how they may have related to the ecology, or have been used to create the habitat map. Natural England advises that details of geophysical surveys, and correlation of the geophysical data is included with benthic ecology data to provide confidence in the mapped outputs.	The results of the geophysical surveys undertaken for the Morgan Generation Assets that have been used in the characterisation of the benthic subtidal ecology baseline are summarised in section 2.5 of Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement and Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement.	No
Morg_0066_068_020623	S42	Email	Natural England does not agree that boulder clearance should be considered a temporary disturbance. Boulder clearance will result in a permanent change both at the removal location and to where they are relocated. Natural England advises that boulder removal should be considered a permanent change and consideration given to mitigation measures.	The term boulder clearance refers to the disturbance to the seabed associated with the moving boulders on the seabed is a temporary action with the disturbed sediment settling soon after the boulders are moved. The boulders will be deposited sidecast in the immediate vicinity of the cable route and therefore will not be removed from the system allowing for recovery of habitats. Further information relating to boulder clearance is presented in Volume 1, Chapter 3: Project description of the Environmental Statement.	No
Morg_0066_070_020623	S42	Email	Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features. This should be included in the within the final application.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in section 2.9.2 of the Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement.	No
Morg_0066_071_020623	S42	Email	The Maximum Design Scenario's (MDS) for sandwave clearance and other seabed preparation activities is exceptionally large. While we support the use of sandwave levelling as a form of mitigation measure to reduce the likelihood of using cable protection; there is a considerable amount of sandwave clearance and seabed preparation footprint proposed. We advise that all efforts should be made to avoid areas of sandwaves or minimise the need for clearance by micro-routing cables. Therefore, we encourage refinement of the MDS as much as possible using project specific acoustic data. Full consideration should also be given to relocation of any disposal material and impacts that may have. We advise where possible disposal is within area of similar sediment type and within the same sediment system.	The maximum sandwave clearance has been reduced from the 104 m width proposed at PEIR to 80 m width for the inter-array cables. These parameters have been incorporated into the assessment, see Volume 2, Chapter 1: Physical processes of the Environmental Statement, Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement and the Marine Conservation Zone Screening assessment (Document Reference E2).	Yes
Morg_0066_072_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic Subtidal Ecology	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Acquisition. Chapter 3, Table 3.3 Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features. This should be included in the within the final application.	chapter of the Environmental Statement (Document Reference F2.2). Development of, and adherence to, a UXO clearance method statement is a requirement of the DMLs in the draft DCO (Document Reference C1).	
Morg_0066_073_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Chapter 3, Table 3.4 We note that the MDS for sandwave clearance is based on the assumption that up to 50% of the inter-array, 60% of the interconnector and 60%of foundation locations may require sandwave clearance. The MDS for sandwave clearance width – inter-array across an impact width is 104m. These are exceptionally large areas when compared to other offshore windfarm projects. Can you please clarify and refine down this substantial MDS for sandwave clearance in the final application. We advise that site-specific geophysical survey data should be used to refine the MDS. The extent and location of sediment disturbance (area, volume) should be provided for affected MPAs/features (e.g. West of Copeland MCZ and West of Walney MCZ). Natural England also queries how will the sediment be retained within designated sites to ensure that the sandbanks will fully recovery i.e., have the same structure and function.	The MDS for sandwave clearance has been refined from the PEIR to the Environmental Statement (See section 2.9 of Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The maximum design parameters for sandwave clearance and seabed preparation represented in Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3).	Yes
Morg_0066_074_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Annex 7.1, Point 1.2.1.1 Natural England welcomes the inclusion of the Mona survey results, which help to provide context to the results within Morgan benthic study area.	The applicant notes your response. The full dataset, including the 2022 survey results, is presented in the Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0066_075_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Annex 7.1, Point 1.7.1.3 It is noted that further surveys were undertaken in summer 2022, but no results are currently included. It would have been good for the survey locations to be included as a figure in the report. It is also noted that any comments made here are subject to change when the additional information is received. Natural England advises that the report should include all current/planned sample stations, even if full results are not yet available. It should be noted that comments herein can only be based on the information presented thus far and are subject to change based on additional benthic characterisation data from the wider area.	Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include the results of the site-specific surveys undertaken in 2022 (and not therefore reported in the PEIR).	No
Morg_0066_076_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Annex 7.1, 1.7 Natural England welcomes the use of replicate grab samples and the distribution of samples achieve minimum representation of the different predicted habitat type. Bearing in mind the overlap of the survey data acquired through the benthic characterisation of the formerly	Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include references to the Rhiannon Offshore Wind Farm and descriptive comparison with the site specific survey data collected for the Morgan Generation Assets. Where sample stations were sampled during the Morgan Generation Assets benthic survey in 2021 and revisited in the 2022 survey, a comparison of the results has been included in Volume 4, Annex	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			proposed Rhiannon offshore windfarm site, comparison of the two data sets would have been beneficial and would have helped to determine a level of confidence in the current data. Natural England advises that a comparison of previously collected data within the study area is included within the report, highlighting areas of agreement, with explanation of any apparent contradictions in order to provide a level of confidence in the presented habitat map.	2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	
Morg_0066_077_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Fig 1.21 There is no legend to explain the colours within the Morgan array area. Please include a legend for all the features displayed in the map in Figure 1.21.	Figure 1.24 of Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1) has been updated to include the colours of the geophysical data in the legend.	No
Morg_0066_078_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Annex 7.1, Table 1.4 Two geophysical surveys are mentioned here, but no results are included here or in separate annexes. There is no indication of how the geophysical data was used to inform the positioning of the sample stations, if at all, or any indication of the bedforms encountered and how they may have related to the ecology, or have been used to create the habitat map. Natural England advises that details of geophysical surveys, and correlation of the geophysical data is included with benthic ecology data to provide confidence in the mapped outputs.	The results of the geophysical surveys undertaken for the Morgan Generation Assets that have been used in the characterisation of the benthic subtidal ecology baseline are summarised in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) as well as Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0066_079_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology, Chapter 7 Benthic Ecology. Identified impacts. Ch 7, 7.5.26 & Table 7.12 It is very confusing re-labelling MarESA resistance as vulnerability and then using a reverse scale (i.e. high resistance = low vulnerability). It makes it very difficult to read across from Table 7.11 to Table 7.12. It also adds an unnecessary step, when the MarESA pressures could just be combined with the conservation value and then used to produce the result in Table 7.12. As it is presented, Table 7.12 does not include all the possible combinations of vulnerability/resistance and recoverability/resilience that are in Table 7.11. Natural England advises that, in future, consistent terminology is used to increase transparency.	The Applicant notes your response. In Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), the text has been amended to use terminology consistent with the EIA approach which has been adopted across the Morgan Generation Assets Environmental Statement. A footnote has been included to highlight that this text has been amended from that used in MarESA.	No
Morg_0066_080_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology, Chapter 7 Benthic Ecology. Identified impacts. Ch7, 7.8.1.3 Section 7.8.1.3 mentions that the installation of the Morgan Generation Assets infrastructure may lead to up to 9.14% of temporary habitat loss within the Morgan benthic subtidal ecology study area. Natural England advises that more clarity should be provided within this section on what is consider temporary habitat change i.e. cable installation (no cable protection) where recovery will occur within a relatively short timeframe (~2 years) post cable installation and those impacts that will be 'lasting' habitat change/loss because they will occur/continue for the lifetime of the project and potentially beyond because after that duration recovery may not be possible post decommissioning and/or the OWF is repowered rather than decommissioned. In addition, Natural England suggests that a more meaningful measure of temporary habitat loss	A full description of what is included as temporary habitat disturbance/loss can be found in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). It is not currently possible to determine where the infrastructure will be placed on the seabed, therefore it is not possible to apportion the impacts on a habitat-by-habitat basis. The subtidal coarse and mixed sediments with diverse benthic communities IEF covers the majority of the Morgan Array Area (~82%) and so the majority of impact will be to this IEF and to a lesser extent the subtidal sand and muddy sand sediments with benthic communities dominated by Lagis koreni and other polychaetes IEF (~18%). Estimates of the disturbance to each IEF have been added to Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			is presented in terms of how this percentage relates to the different habitats present within the survey area.		
Morg_0066_081_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology, Chapter 7 Benthic Ecology. Identified impacts. Ch7, 7.8.1.2 Natural England does not agree that boulder clearance should be considered a temporary disturbance. Boulder clearance will result in a permanent change both at the removal location and to where they are relocate. Natural England advises that boulder removal should be considered a permanent change and consideration given to mitigation measures.	The term boulder clearance refers to the disturbance to the seabed associated with the moving boulders on the seabed is a temporary action with the disturbed sediment settling soon after the boulders are moved. The boulders will be deposited sidecast in the immediate vicinity of the cable route and therefore will not be removed from the system allowing for recovery of habitats.	No
Morg_0066_082_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology, Chapter 7 Benthic Ecology. Identified impacts. Ch7, Table 7.17 Table 7.17 indicates that some of the coarse and mixed sediment habitats have medium sensitivity to two of the pressures and yet they are given an overall sensitivity of low. Natural England would argue that the pressures don't average out, if a habitat has medium sensitivity to one pressure that is likely to be exerted, then being of low sensitivity to a 2nd pressure does not reduce the sensitivity to the first. Natural England recommends that the most precautionary sensitivity is used when combining pressures. In addition, we note for other Offshore Windfarms that cable are often sub-optimally buried in coarse/mixed sediment and therefore the sensitivity will be dependent on whether cable protection will be required.	Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) has been updated to apply the sensitivity of the most sensitive biotope in and IEF when determining the sensitivity and significance of an impact on an IEF. A precautionary approach has therefore been adopted.	No
Morg_0066_083_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology, Chapter 7 Benthic Ecology. Identified impacts. Ch7, Table 7.25 Natural England would suggest that increased risk of introduction and spread of INNS due to cumulative effects would also occur during the operational phase, as the increase of available hard structures within the wider regional area provides more opportunities for spread of INNS via the 'stepping-stones' that the additional hard structures provide. Natural England would like to see evidence that continued increase in infrastructure of offshore windfarms does not increase risk of spread of INNS, if biosecurity plans are followed. Post construction monitoring could help to confirm this.	The impact of an increased risk of introduction and spread of INNS has been assessed across all phases of the Morgan Generation Assets in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2)	No
Morg_0066_084_020623	S42	Email	MCZ Assessment. Document Used: Marine Conservation Zone Assessment Report. Screening. Natural England agree with the MCZ assessment and conclusions.	The Applicant notes your response.	No
Morg_0036_005_020623	S42	Email	Detailed comments are provided in Annex 1 and include those matters that NRW Advisory (NRW (A)) consider will need to be taken into account ahead of formal submission of the Application to the Planning Inspectorate. The key areas that need addressing are summarised below: With respect to Benthic Subtidal and Intertidal Ecology, NRW (A) wish to raise concerns surrounding the cumulative impacts from the Morgan and Mona array to the 2 regional sediment budget and sediment transport system of the North Wales coast, which could indirectly impact benthic habitats.	As noted in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), any sediment deposition result from the Morgan Generation Assets will occur within the same sediment cell that it was disturbed within. Additionally as noted in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), infrastructure from the Morgan Generation Assets will have an insignificant impact on the sediment transport within these cells.	No
Morg_0036_011_020623	S42	Email	2. Key issues 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will potentially lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. marine ornithology, benthic ecology) within Welsh waters (as discussed in paragraph 8, section 1.2.1).	The MDS for cable protection has been reduced from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			NRW (A) strongly advise that cable protection measures are minimised as much as possible for both sites.	Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	
Morg_0036_015_020623	S42	Email	6. Detailed comments, key issue 1: sand wave clearance. Each site has been assessed independently, and sand wave clearance has only been assessed in relation to Suspended Sediment Concentration (SSC) plumes and sediment deposition following disturbance. Whilst NRW (A) agree that the SSC plumes arising from the sand wave clearance and cable installation activities at the Morgan Array site do not tidally advect over to the Mona array site or impact on any designated features in Welsh Waters, the impact to bedload sediment transport processes and the regional sediment budget should be assessed in-combination (Morgan, Mona and Morecambe Offshore Wind Farm (OWF) Array sites) and considered in line with other receptor groups, i.e. fish and benthic habitats, as physical processes are a pathway for impacts to other receptor groups.	The Cumulative Effects Screening Matrix (Document Reference F3.5.1) considers all relevant projects and considers both the extent and magnitude of potential impacts including both suspended sediment concentrations and sediment transport pathways. The structure of the cumulative effects assessment within the physical processes and benthic ecology chapters has been adjusted to ensure the proportionate and clear assessment of the Morgan Generation Assets in combination with the Morgan and Morecambe Transmission Assets, Morecambe Offshore Wind Farm and Mona Offshore Wind Project. See Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1) and Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0036_016_020623	S42	Email	7. Detailed comments, key issue 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. birds, benthic). Given the intention to leave the rock in situ upon decommissioning, permanent presence of the rock will potentially alter the seabed sediment transport processes leading to permanent alterations to the seabed morphodynamics. This could have potential cumulative impacts to the sediment transport systems of the North Wales coast, causing further impacts to receptors within Welsh waters and Welsh protected sites. It is essential to consider these combined impacts from the large amount of cable protection proposed across this vast area. NRW (A) therefore strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been refined from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes
Morg_0036_017_020623	S42	Email	8. Benthic subtidal and intertidal ecology. NRW (A) note the physical processes zone of influence for the Morgan array extends into Welsh waters to the northern part of the Mona array. NRW (A) defer any advice on the Mona array to our colleagues at JNCC. Notwithstanding this, please refer to concerns raised by the NRW Physical Process Specialist (section 1.1) regarding potential cumulative impacts from the Morgan and Mona array to the regional sediment budget and sediment transport system of the North Wales coast, which could indirectly impact benthic habitats.	The Applicant notes your response. The effects of the Morgan Generation Assets together with other projects, including the Mona Offshore Wind Project, have been assessed in the CEA in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0068_017_020623	S42	Email	1. Volume 2, Chapter 7: Benthic and subtidal and intertidal ecology: section 7.1.3 identifies consultees included within the Evidence Plan Process. These consultees include both English and Welsh nature conservation bodies (Natural England, Marine Management Organisation and Natural Resources Wales). Given the inclusion of Welsh consultees for the Morgan generation assets, clarification is needed as to why Isle of Man representatives were not included within this consultation given the proximity of the Project to Isle of Man territorial waters. Additionally, the Project Zone of Influence overlaps with Isle of Man Territorial Sea. However, section 7.13 states there are no potential transboundary impacts. The applicant should confirm the categorisation of consultees and how the project has provided the Isle of Man a meaningful opportunity to contribute via consultation, as well as whether the Isle of Man Government and other Manx stakeholders have been treated as statutory consultees or if not, why. There are multiple references within this document to the MaresConnect Tier 3 Project being the only project identified within the CEA with the potential for cumulative impacts with the Morgan general assets. However, other chapters provide comments on the Isle of Man	The IoM government has been included as a consultee and has participated in the benthic ecology, fish and shellfish and physical process EWG meetings. Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) has been updated to make this clear. Comments are noted and transboundary impacts have been considered in Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2), however the IoM is not considered transboundary. No significant transboundary effects on benthic receptors are predicted. Furthermore the Isle of Man Offshore Wind project (Mooir Vannin) has been included in the CEA within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) as a Tier 2 project as a scoping report was published in October 2023 for the project. This approach has	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Offshore Wind Farm, which the Applicant has categorised as Tier 3. Clarification is needed regarding this inconsistency and how the potential for cumulative impacts with the Isle of Man Project have been assessed.	been taken across the Morgan Generation Assets Environmental Statement.	
Morg_0087_024_020623	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	No significant effects have been concluded as a result of the Morgan Generation Assets, alone or cumulatively with other projects and so no monitoring has been proposed. It is concluded that there will be no significant cumulative effects on physical processes receptors from the Morgan Generation Assets alongside other projects/plans. See Volume 2, Chapter 1: Physical Processes of the Environmental Statement (Document Reference F2.1), which considers requirements for monitoring.	No
Morg_0115_010_260423	S47	Online form Q1.2	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_011_260423	S47	Online form Q1.3	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_012_260423	S47	Online form Q1.4	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	
Morg_0115_013_260423	S47	Online form Q1.5	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation Risk Assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0125_003_040523	S47	Online form Q1.2	I worry about damage to the seabed and the habitats during installation and decommissioning bu [sic.] offshore windfarms.	Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1) and Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0137_002_120523	S47	Online form Q2	I don't think you understand at all how siting the wind farm in the middle of shipping routes will severely impact every aspect of living on the Isle of Man. I also don't think you have taken into account how important seagrass is to carbon sequestration, and that any positive climate gain from the wind farm will be more than offset by the loss of the seagrass, damage to the local ecology, and the increased us [sic.] of fossil fuels. The environmental constraints must also include human life and wellbeing, otherwise, what's the point of the whole exercise?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Applicant has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (volume 4, chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets.	Yes
Morg_0137_011_120523	S47	Online form Q6	It will be detrimental to the ecology and wildlife in the area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	
Morg_0137_014_120523	S47	Online form Q1.2	This is an incredibly important area of interest, especially given the recent developments regarding the importance of seagrass in carbon sequestration. Any method of power generation must not detrimentally impact on vitally important natural ecology.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets.	No
Morg_0137_024_120523	S47	Online form Q1.12	While I fully support electricity generation by renewable forms, this cannot be at the expense of the health, welfare and wellbeing of an entire nation and ecosystem. The detrimental impact	Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			on the local ecology, especially seagrass, and on the lives and livelihoods of the local people, outweigh any potential benefits.	territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets. Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human Health Assessment of the Environmental Statement).	
Morg_0144_004_170523	S47	Online form Q1.3	Harmful to marine life you know this	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0179_003_310523	S47	Online form Q1.3	Disturbance and spoiling of such habitats	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). Impacts to marine mammals, based upon the maximum design scenario or	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0180_008_010623	S47	Online form Q1.2	It is harmful for the ecology, as the plans are to put three projects in the same area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapters 2 to 5 of the Environmental Statement). Cumulative effects assessments have been undertaken for all topics for projects that temporally or spatially overlap with Morgan Generation Assets, as identified within Volume 3, Annex 5.1: CEA screening matrix of the Environmental Statement. A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0180_018_010623	S47	Online form Q1.12	It will destroy the habitat of many animals and birds.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts. The assessment and conclusions are documented within Volume 2, Chapters 2 to 5 of the Environmental Statement. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Impacts to marine mammal receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.3).	
Morg_0199_005_040623	S47	Online form Q1.3	I'm concerned about the disruption of the sea bed with respect to the laying of the "offshore cable corridor route (sand the impact this will have on shellfish stocks and more generally, the impact the site will have on the fishing industry in this area of the Irish Sea. Also, whether cables in these corridor routes will be susceptible to fouling the fishing gear of trawlers, or the control surfaces of submarines etc.	The application for the Morgan Generation Assets includes the offshore infrastructure associated with the Morgan Array Area only. It does not include the export cable which is associated with the Transmission Assets. The Transmission Assets for the Morgan Offshore Wind Project are being taken forward as part of a separate DCO application. We have provided a response which address your comments in relation to seabed disturbance from cable burial within the Morgan Array Area. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The sediments and communities are predicted to recover following disturbance events. The potential impact of the Morgan Generation Assets on shellfish stocks has been assessed as part of fish and shellfish ecology (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement). The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational. Fisheries stakeholders have indicated that dredging could co-exist with the project if cables are adequately buried and run in a north to south direction). The Applicant has made a commitment on the positioning of wind turbines in a north to south alignment (where possible), to help facilitate co-existence of commercial	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				fisheries activity within the Morgan Array Area. These measures are set out in the Outline Fisheries Liaison and Coexistence Plan (Document Reference J10). Impacts to Commercial Fisheries receptors have been fully assessed for all phases of the project within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. It is concluded that there will be no significant effects arising from the Morgan Generation Assets during the construction, operations and maintenance or decommissioning phases in relation to commercial fisheries following the implementation of embedded and further mitigation measures.	
Morg_0232_002_170523	S47	Email	What effect would offshore windfarms have on migratory birds and marine life? More research needed!	Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.4: Offshore ornithology migratory bird CRM technical report of the Environmental Statement (Document Reference F4.5.4). Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No

D.24.8 Fish and shellfish ecology table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0023_001_290423	S47	Email	I would like to know what impact this project is set to have on marine life in the Irish Sea, as a result of assessment, installation, maintenance and general operation. What assessments have been done in this regard?	The EIA and a summary of the surveys undertaken to inform the assessments on marine life are presented in the following chapters: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0050_001_300523	S42	Email	Our position on offshore wind development. We support action to tackle climate change and recognise the serious threat to nature if action is not taken. However, we also face an ecological emergency with 41% of species in decline in the UK. There is an inextricable link between the climate and nature crises, which means efforts to solve one crisis will be futile if they do not also address the other. Consequently, fulfilling UK ambitions for energy infrastructure as a major decarbonisation pathway to limit climate change will fail if they do not achieve environmental protection, recovery, and enhancement of marine and onshore habitats, species, and carbon stores. The scale of OWF planned in the Irish Sea make makes it one of the most significant activities with the potential to impact on wildlife and ecology in our coastal waters and the wider Irish Sea, arguably second only to fishing. To realise the potential contribution of OWF to decarbonising the energy sector and helping to mitigate the worst impacts of climate change on society and nature, it must protect and support nature's recovery on land and at sea.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment, carried out to minimise and mitigate any potential adverse effect on receptors. The impact assessment carried out and presented in Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) aims to minimise and mitigate any potential adverse effect on benthic receptors. The potential benefits to benthic communities are also considered with regards to the potential for enhanced biodiversity due to colonisation of artificial structures. Impact assessments for construction, operations and decommissioning-related activities have been assessed, and, where appropriate, mitigation measures have been proposed. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_002_300523	S42	Email	Strategic coordination of energy generation and transmission infrastructure. The Wildlife Trusts (TWT), of which the NWWTs are members, have long advocated for greater strategic coordination in the planning, design, and delivery of offshore electricity generation together with the offshore and onshore electricity transmission infrastructure needed to distribute electricity generated offshore to where it is needed, to reduce environmental and consenting risks. To this end TWT is represented on the Offshore Transmission Network Review (OTNR) Expert Advisory Group and participates in strategic forums such as the Offshore Wind Evidence and Change (OWEC) Programme. We therefore welcome that the Morecambe and Morgan OWF have been scoped into the Pathways to 2030 Workstream under the OTNR and will therefore share transmission assets.	The Applicant notes your response.	No
Morg_0050_003_300523	S42	Email	Strategic compensation and enhancement. One opportunity of strategically planned offshore energy generation and electricity transmission infrastructure (including onshore elements) is for strategic approaches to compensating for residual environmental impacts that cannot be avoided or adequately mitigated. There is significant potential for such measures to have a greater overall positive impact on the environment and biodiversity and take compensation beyond the level of no net loss into achieving net positive effects. Whilst we recognise that Biodiversity Net Gain policies and delivery frameworks are more developed for terrestrial and intertidal habitats than they are for the marine environment, we would still expect Morgan OWF to aim to achieve an overall net positive impact on biodiversity and ecology in the marine	The project will commit to working with the SNCBs on this and keep a watching brief on any associated guidance that is produced. The Applicant notes your response. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			environment. We ask that the Morgan offshore wind farm development commit to achieving net positive impacts on biodiversity and ecology in the marine environment and to seek to engage with relevant stakeholders to achieve that goal.		
Morg_0050_004_300523	S42	Email	Potential for cable corridor mitigation and enhancement for benthic habitats. TWT has dedicated extensive resource to the exploration of benthic compensation. This effort has led to the conclusion that benthic compensation and Measures of Equivalent Environmental Benefit (MEEB) are incredibly difficult to deliver in the marine environment, causing unnecessary costs and delays for OWF projects. It is therefore recommended that cables and array areas avoid benthic MPAs. There is an indication though that the design, construction, and management of cable corridors can serve to mitigate the need for benthic compensation, and potentially even serve as compensation themselves by enhancing and improving the condition of these habitats. For example, by excluding activities that could damage surface laid cables, such as demersal fishing and anchoring, impacts on benthic habitats within cable corridors could be drastically reduced or even removed entirely, enabling them to recover to more favourable condition. Further, excluding activities that could damage surface laid cables would preclude the need for cable protection, eliminating the need for benthic compensation and saving on costs for developers and ultimately the consumer – which should be an even higher priority considering the current energy cost crisis.	The Morgan Generation Assets does not spatially overlap with any MPAs and indirect impacts from the project were screened out in the Marine Conservation Zone Screening Assessment (Document Reference E2). The Morgan Generation Assets will therefore not affect, other than insignificantly, the protected feature of any MCZ and an MCZ assessment is not required. On this basis, benthic compensation or MEEB are not necessary for this project.	No
Morg_0050_005_300523	S42	Email	Cumulative impacts: Fishing. There is no mention in the HRA Screening Report of fishing or fisheries as activities that have the potential for cumulative impacts on the marine environment and ecology in combination with the scheme. We consider that fishing should be included in both cumulative and in-combination assessments. Fishing is a licensable activity that has the potential to have an adverse impact on the marine environment. This is supported in the leading case C-127/02 Waddenzee [2004] ECR I-7405, the CJEU held at para. 6: 'The act that the activity has been carried on periodically for several years on the site concerned and that a licence has to be obtained for it every year, each new issuance of which requires an assessment both of the possibility of carrying on that activity and the site where it may be carried on, does not itself constitute an obstacle to considering it, at the time of each application, as a distinct plan or project within the meaning of the Habitats Directive.' This case law demonstrates that fishing is considered a plan or a project and therefore, not part of the baseline.	It is unrealistic to move fisheries from being assessed as baseline to activities with impacts to be included in the in-combination effects assessment of the HRA Stage 2 ISAA Report (Document Reference E1.2). Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). No meaningful assessment could be carried out to incorporate it. This is an approach which has been taken across the Environmental Statement. It is not feasible to consider each fishing vessel as a separate project within the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment which encompasses a relatively high degree of commercial fishing activity. See Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement.	No
Morg_0050_006_300523	S42	Email	Current Defra policy is to ensure that all existing and potential fishing operations are managed in line with Article 6 of the Habitats Directive. The current, risk-based, 'revised approach' to fisheries management in UK national site network is a compromise agreed by all to prevent the closure of fisheries during assessment. This approach further supports the view that fishing is considered a plan or a project and therefore, must be included in the in-combination assessment in line with Article 6(3) of the Habitats Directive. A precedent was set for the inclusion of fishing in in-combination assessments when TWT began Judicial Review proceedings against the Department for Energy and Climate Change (DECC) in August 2015 against the approval of Dogger Bank Teesside A & B Offshore Wind Farm Order due to the exclusion of fishing from the in-combination assessment as part of the HRA. TWT withdrew the claim due to assurances given by the government regarding the management of fishing within Dogger Bank SAC. One of those assurances was that steps	Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). It is unrealistic to move fisheries from being assessed as baseline to activities with impacts to be included in the in-combination effects assessment of the HRA Stage 2 ISAA Report (Document Reference E1.2). Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (Document Reference F2.6) presents the assessment of potential impacts of the Morgan Generation Assets on commercial fisheries alone and cumulatively with other projects. This assessment is also informed by Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). It is not feasible to consider each fishing vessel as a separate project within	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			would be taken to ensure that this scenario would not happen again and that Defra and DECC, now known as BEIS, would work together to ensure fishing would be included in future offshore wind farm impact assessments. Our comments regarding the inclusion of fishing in cumulative and in-combination assessments are not specific to just marine mammals SACs. This principle should be applied to cumulative impact assessments for all Marine Protected Areas (MPAs).	the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment which encompasses a relatively high degree of commercial fishing activity. Therefore, no meaningful assessment could be carried out to incorporate it into the assessment. This is a standard approach for EIA which has been taken across the Environmental Statement.	
Morg_0050_024_300523	S42	Email	Annex 2: Offshore ecology No. 13 Document: V. 2 Ch. 8, Fish and Shellfish Ecology, 8.9 Paragraph: Table 8.28 TWT & NWWT Comment: We are disappointed that fishing has been considered as part of the baseline and has not been included in the CEA for fish and shellfish ecology. Fishing is a licensable activity that has the potential to have an adverse impact on the marine environment, including fish and shellfish.	It is not feasible to consider each fishing vessel as a separate project within the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment which encompasses a relatively high degree of commercial fishing activity. Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken (refer to the Volume 4 Chapter 2.1 Benthic Subtidal Ecology Technical Report (Document Reference F4.2.1). No meaningful assessment could be carried out to incorporate it. This is an approach which has been taken across the Environmental Statement, this is considered a standard approach for EIA.	No
Morg_0050_025_300523	S42	Email	Annex 2: Offshore ecology No. 14 Document: V. 2 Ch. 8, Fish and Shellfish Ecology, 8.10 Paragraph: 8.10.3.4/22 TWT & NWWT Comment: We welcome the consideration and expect mitigation measures to be used where possible to minimise the impact to wildlife.	Noted; where relevant, mitigation measures have been proposed to minimise any adverse impacts upon fish and shellfish receptors. Refer to the Mitigation and Monitoring Schedule (Document Reference J6).	No
Morg_0050_026_300523	S42	Email	Annex 2: Offshore ecology No. 15 Document: V. 2 Ch. 8, Fish and Shellfish Ecology, 8.13 Paragraph: 8.13.1.1 TWT & NWWT Comment: Piling should not occur during herring spawning periods. Herring spawning grounds are an important area utilised by adult herring who spawn directly onto the seabed. Displacement due to noise during wind farm construction / decommissioning could have potentially serious population implications. Herring return to the same spawning site every year and expend a significant amount of energy reaching their destination. If noise restricts their access to these areas they may have no energy remaining to locate an alternative site and may 'abort' their eggs. This would have a substantial impact on the herring population and potentially an indirect effect on a wide range of other species as herring are an essential component of many food chains. We would recommend considering further mitigation measures to be put in place.	This has been given full consideration in the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology (Document Reference F2.3) and the Outline Underwater Soundwater Management Strategy (Document Reference J13).	No
Morg_0050_027_300523	S42	Email	Annex 2: Offshore ecology No. 16 Document: V. 2 Ch. 8, Fish and Shellfish Ecology, 8.14 Paragraph: 8.14.1.1 TWT & NWWT Comment: We look forward to the updated assessments with the addition of site specific surveys undertaken in 2022.	The Applicant notes your response. The full dataset, including the 2022 survey results, is presented in the Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0052_015_310523	S42	Email	Volume 2, Chapter 8: Fish and Shellfish Ecology Major Comments The Applicant has completed the herring spawning habitat suitability assessment following the guidelines of Boyle and New (2018), rather than using the recommended MarineSpace (2013) methods for herring and sandeel. The MMO recommends that the habitat suitability assessment presents a 'heat' map of potential herring spawning habitat and potential sandeel habitat following the methods described by MarineSpace (2013). These methods use a suite of data to determine potential herring spawning habitat and potential sandeel habitat, including PSA data, British Geological Survey (BGS) data, Regional Seabed Monitoring Plan (RSMP) data, herring larval survey data (for herring assessments), fishing fleet data and scientific publications. This data is methodically layered to generate a single 'heatmap' output. The areas of 'heat' are representative of areas with potential herring spawning habitat, and potential sandeel habitat. Areas of 'heat' are assigned a score based on confidence of the data. The MMO advises that the habitat suitability assessments follow the MarineSpace (2013) methods and provides 'heat' maps of herring potential spawning habitat, and sandeel potential habitat, for the fish ecology study area.	A combination of the Boyle and New (2018) and MarineSpace (Latto et al., and Reach et al., 2013) approaches have been used to define potential herring spawning grounds and sandeel grounds. The criteria for prime, sub-prime, suitable and unsuitable substrates has been drawn from the MarineSpace (2013) methods and applied as appropriate for herring and for sandeel, and the criteria has been adapted to "preferred", "marginal" and "unsuitable" classifications, to align with the Folk classification groupings available in EMODnet, and presented together with EMODnet substrate classifications, and mapped spawning grounds defined by Coull et al. (1998) for herring and Ellis et al. (2012) for sandeel in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1). Heat mapping of aggregated 10-years of NINEL herring larval data has been undertaken using kernel density plots, following consultation with Cefas, MMO and NRW. This has been issued to stakeholders for approval, and is intended to be incorporated into the Environmental Statement within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0052_016_310523	S42	Email	Both habitat suitability assessments presented within Annex 8.1 (the document listed in point 5v), use EMODnet seabed sediment and site-specific grab sample data to characterise seabed sediments inside the project boundary and across the wider study area. For herring, Figure 1.14 illustrates the distribution of 'preferred' (gravel and sandy gravel sediments) and 'marginal' (gravelly sand) herring spawning habitat across the study area as derived from the EMODnet data, and classified as Folk Sediment classification units (Folk, 1954), as per Reach et al., (2013). In Figure 1.18, EMODnet seabed sediment data is presented in the same way for sandeel, with 'preferred' (gravelly sand, slightly gravelly sand and sand sediments) and 'marginal' (sandy gravel) habitat as per Latto et al., (2013). This is appropriate, however for herring and sandeel, the EMODnet data is then overlain by site-specific PSA data which has been categorised as "Prime, Sub-Prime, Suitable and Unsuitable". It would be more appropriate for the PSA data to be presented as sediment classifications using the Folk Sediment classification units (Folk, 1954), and coloured to be consistent with the 'preferred' and 'marginal' habitat preferences for these species (as the EMODnet data has been presented). Doing so will ensure that the PSA data are easily comparable to EMODnet sediment data and will prevent misinterpretation. It would also be useful to have the PSA data for stations sampled provided in a table with the constituent proportions of sand, gravel and mud (as a percentage) in order to verify the Applicant's categorisation of the PSA samples.	PSA results are presented in appendix of Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). Folk classifications have been used to show whether habitats are preferred, marginal, or unsuitable within figures for ease of comparison with broadscale data.	No
Morg_0052_017_310523	S42	Email	The MMO notes that that maximum design scenario varies throughout the report. Table 3.2, of Chapter 3, states that within the design envelope for this project, the maximum number of turbines is 107. However, in Table 3.5 of Chapter 3, the Applicant has put forward two maximum design scenarios, the first in which the maximum 107 turbines are installed and the second where 68 turbines, with a larger rotor blade diameter than those used in the first scenario, are installed. It appears that the report has considered potential impacts on fish receptors in relation to activities expected under the second scenario (fewer turbines with larger blades) only. Where justification cannot be provided for why the second scenario has been used, the MMO requires all assessments to use the maximum design scenario with the maximum number of turbines (107) as this is the more expansive of the two scenarios.	Further clarity has been provided within the Environmental Statement regarding the Maximum Design Scenario applied for each impact and project phase. It should be noted that the Maximum Design Scenario will not be the same for all parameters, with the most appropriate MDS selected for each topic, impact and project stage.	No
Morg_0052_018_310523	S42	Email	The maximum design scenario also varies between Table 8.14 in Chapter 8 and the infrastructure parameters outlined in Chapter 3, Section 3.6.8, in particular relating to the jacket foundation type anticipated for turbines. Table 3.14 of Chapter 3 gives the design parameters	Further clarity has been provided within the Environmental Statement regarding the Maximum Design Scenario applied for each impact and project phase. It should be noted that the Maximum Design Scenario will not	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			for jacket foundations as needing 8 pin piles total. However, in Table 8.14, in relation to impacts to fish from underwater noise during construction, jacket foundations are described as needing six pin piles total. The report has then calculated a total of 408 pin piles (based on 68 turbines and the information in Table 8) however this may be a significant underestimate of the number of pin piles actually required. For the maximum number of turbines (107) with jacket foundations needing eight pin piles total (as in Table 3.14), the actual number of pin piles needed is calculated to be 856.	be the same for all parameters, with the most appropriate MDS selected for each topic, impact and project stage.	
Morg_0052_019_310523	S42	Email	The MMO is therefore concerned regarding the anticipated duration of piling activity and the associated impacts on fish receptors. The Applicant has stated that piling activity will take place over between 35 and 111 days depending on the piling scenario (Section 8.8.3.4 – 8.8.3.5), however, as it seems that if the number of piles to be installed is higher than this, a longer period of piling will be necessary. The MMO recommends reviewing the scenarios described in Table 8.14 and adjusting the maximum design scenario accordingly. The underwater noise (UWN) assessment in Section 8.8.3 should also be reviewed, so that the true maximum piling scenario is assessed, and conclusions are consistent.	Further clarity has been provided within the Environmental Statement regarding the Maximum Design Scenario applied for each impact and project phase. It should be noted that the Maximum Design Scenario will not be the same for all parameters, with the most appropriate MDS selected for each topic, impact and project stage. Refer to Volume 3, Annex 3.1: Underwater Sound Technical Report within the Environmental Statement (Document Reference F3.3.1).	No
Morg_0052_020_310523	S42	Email	Figure 8.7 presents the single-strike sound exposure level (SELss) contours for mono-piling and pin piling in the ‘north’ location of Morgan Array, with noise contours presented for every 10 decibel (dB) reduction in sound level. Figure 8.7 indicates significant overlap with herring spawning grounds (Coull et al., 1998). The MMO recommends producing a suitable herring spawning habitat ‘heat’ map as per the MarineSpace (2013) guidance (see above), so that the mapped noise contours from appropriate underwater noise modelling could be overlaid to provide an indication of the predicted overlap of noise disturbance with potential spawning ground.	The 10-year aggregated herring larval heat map was overlaid with underwater sound contours and presented within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology (Document Reference F2.3)) to support assessment of the impacts of underwater sound on herring spawning grounds.	No
Morg_0052_021_310523	S42	Email	It would be helpful if the modelled noise contours presented include the thresholds for mortality and potential mortal injury (207 cumulative sound exposure level (SELcum)), recoverable injury (203 SELcum), and temporary threshold shift (TTS) (186 SELcum) as per the pile driving threshold guidelines described by Popper et al. (2014), as well as the unweighted SELss 135dB as per Hawkins et al. (2014).	These thresholds are included in figures where appropriate and possible, and are discussed within the assessment (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0052_022_310523	S42	Email	In section 8.8.3.34, the report suggests that the 135 dB threshold is not appropriate. Please see Annex 1 for the reasonings that the MMO recommends focusing on the 135dB threshold as per Hawkins et al., (2014) for the UWN assessment.	Advice was sought on the suitability of the 135 dB re 1µPa2.s SELss (single strike Sound Exposure Level) metric as a behavioural threshold for underwater sound impacts on herring spawning grounds for both the Morgan Generation Assets, and Mona Offshore Wind Project. This sound level is presented on all relevant sound contour figures at the request of the MMO and has been discussed throughout the text alongside other relevant thresholds. Modelling has been carried out based upon both 135 dB SELss and 160 dB re 1µPa SPLpk thresholds. The outputs of which are presented in section 3.9.3. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement (Document Reference F3.3.1). An Underwater Sound Management Strategy has also been prepared by the Applicant (Document Reference J13).	No
Morg_0052_023_310523	S42	Email	The report has classified the sensitivity of herring to UWN from piling as ‘medium’, despite acknowledging that herring are of high vulnerability, and are a hearing ‘specialist’ as they have a swim bladder which is connected to the ear and is involved in hearing. Section 8.8.3.34 states that “any potential effects on herring would only occur if piling occurs at the most northerly wind turbine locations”, however given that Figures 8.4 to 8.7 indicate that UWN arising from piling	Herring sensitivity has been updated from "medium" to "high" within the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			will cover the whole fish ecology study area, the MMO considers that herring may be affected by piling activity across the array.		
Morg_0052_024_310523	S42	Email	Herring are reliant on specific substrates for spawning and Isle of Man herring represent a significant proportion of the Irish Sea herring stock, therefore any impacts to herring eggs and larvae have the potential to have population-level effects. Given the proximity of the Morgan array to the Isle of Man spawning ground, and the extent of UWN impacts from piling activity as indicated in Figure 8.7, the MMO considers that the magnitude of impacts to fish from UWN should be categorised as medium or higher, and that herring should be considered as having high sensitivity and low recoverability. This would change the EIA assessment to be moderate or major adverse significance.	The assessment of herring has been revisited within the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_025_310523	S42	Email	The MMO notes that the Isle of Man OWF, which is being developed by Ørsted, has not been scoped into the CIA. Currently, a scoping report has not yet been submitted/reviewed for this project and is not in the public domain, however the Isle of Man OWF has been identified in other plans and programs.	The IoM OWF has now been included within the CEA for fish and shellfish ecology within the Environmental Statement, following release of the Scoping Report in October 2023 (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0052_026_310523	S42	Email	The MMO considers the magnitude of potential impacts to herring from cumulative UWN to be medium, and the sensitivity of herring as high. This is because the report has indicated that cumulative UWN is predicted to be of regional spatial extent, and expected to impact fish receptors directly.	The assessment of herring has been revisited within the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_027_310523	S42	Email	Table 8.28 shows that for the years 2026 to 2029 there will be significant development in the Irish sea with no less than four offshore wind projects being installed during this time. Based on the information presented, the MMO have concerns as to the impacts on fish receptors from cumulative UWN arising from the various OWF projects described in Section 8.10.3. The MMO considers that mitigation measures and careful scheduling of piling activity may be necessary to reduce the impacts to fish, particularly with regard to fish considered to have a higher hearing sensitivity (including herring and cod). For a more complete and robust assessment of cumulative impacts to fish from UWN it will be necessary to see modelled cumulative UWN contours presented for all projects with overlapping construction schedules. This will require collaboration between the OWF developers in the sharing of modelled UWN data.	It is not feasible to aggregate noise modelling data from multiple projects, which use slightly different approaches and methods. Expert input and detailed review of studies included within the CEA is undertaken to assess the likelihood of cumulative effects. Please refer to the Outline Underwater Soundwater Management Strategy (Document Reference J13).	No
Morg_0052_028_310523	S42	Email	The MMO recommends presenting the UWN contours for concurrent and consecutive piling, both for the Morgan array UWN assessment with regard to fish receptors, and in the cumulative UWN assessment, where the necessary data is available (for example for the Mona and Morecambe OWFs).	Single (consecutive) and concurrent piling scenarios have been presented within the fish and shellfish ecology chapter of the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0052_029_310523	S42	Email	Minor Comments Table 8.7 identifies the spawning and nursery grounds for key fish species which overlap the Morgan array area. The MMO recommends that this table not be relied upon to screen the presence of spawning and nursery grounds, due to the mobility of fish species. For example, the table does not reflect that nursery grounds for ling (Molva molva) occur within the study area (Ellis et al., 2012). In addition, nursery grounds for blue whiting (Micromesistius poutassou) and horse mackerel (Trachurus trachurus) are not listed in Table 8.7 (Ellis et al., 2012). The presence of herring spawning grounds in the region has also not been listed in Table 8.7 despite evidence suggesting otherwise (Coull et al., 1998).	The table presented has been reviewed and updated where appropriate for the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_030_310523	S42	Email	The data presented by Ellis et al., (2012) indicate an overlap of high-intensity herring nursery ground with the project boundary. Figures 1.15 and 1.17 (in Annex 8.1) highlight that herring spawning (inferred from the presence of herring larvae less than 10 millimetres (mm) in length) has occurred in very close proximity to the project boundary consistently over the past 10 years. However, Table 8.7 only reflects spawning and nursery grounds which directly overlap	The table presented has been reviewed and updated where appropriate for the Environmental Statement. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			with the Morgan array area, rather than those which occur within the fish ecology study area, and therefore, herring spawning has been omitted from Table 8.7. The MMO recommends that Table 8.7 is amended to reflect the presence of spawning and nursery grounds within the study area, rather than only presenting those which overlap the project boundary.		
Morg_0052_031_310523	S42	Email	The herring spawning period being relied upon is the spawning period for the Mourne stock, however, there is no mention of the spawning period of the Isle of Man stock. The Isle of Man has been acknowledged as an important spawning ground for Isle of Man herring, in the Irish Sea region (Dickey-Collas et al., 2001) and spawning grounds are present, particularly around Douglas Bank (Coull et al., 1998; Dickey-Collas et al., 2001; Ellis et al., 2012). For Isle of Man herring, spawning is considered to take place over a period of three to four weeks from late September (Dickey-Collas et al., 2001), therefore this is within the Mourne stock spawning period (September to October). The MMO recommends that clarification is provided that the spawning period of September to October encompasses the spawning period of both the Mourne stock and Isle of Man stock.	Clarification has been provided on the difference between the Mourne and Isle of Man herring stocks in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_032_310523	S42	Email	Section 8.4.2 provides a summary of evidence sources used to characterise the baseline environment. Several site-specific benthic and subtidal surveys within the array area and cable corridors have been carried out and, whilst not fisheries specific surveys, the sediment grab samples conducted will help to inform the fish ecology impact assessment. Sources identified include a number of fish characterisation reports, technical surveys and environmental statement chapters from OWFs in the region. The MMO recommends that these reports are reviewed with caution due to the age of the data, and the appropriateness of the survey methodologies used for species targeted.	A combination of surveys and desktop studies are used to inform the assessment, refer to Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1). A caveat has been included regarding the age of the data and methodologies used within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0052_033_310523	S42	Email	The MMO notes that ten impacts were identified for fish receptors with two being scoped out for all phases, and a further two scoped out for one or more phases. The report has scoped in temporary habitat loss/disturbance and long-term habitat loss as potential impacts to fish receptors during all stages of the development. Given the lifespan of the project (30+ years of operation) and considering not all infrastructure will be removed during decommissioning, it cannot be guaranteed that alterations made to the habitat will be fully reversed once decommissioning is complete. With this in mind, 'long-term' alterations to the habitat should be considered 'permanent'.	The Applicant notes your response. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_034_310523	S42	Email	The report deems that "herring are of high vulnerability, medium recoverability and of national importance, which would normally give a medium to high sensitivity", however the Applicant has assessed the sensitivity of herring as low due to "the limited suitable spawning sediments overlapping directly with the Morgan Array Area and the core herring spawning ground being located outside and to the northwest of the fish and shellfish ecology study area". Figures 1.15-1.17 of Annex 8.1 which present the distribution and density of herring larvae within the study area, indicate that herring larvae were present at sample stations within the array boundary, as well as in close proximity to the Morgan Array. The MMO considers the sensitivity of herring to temporary habitat loss/disturbance should be classified as medium or higher. Classification of herring as a 'medium to high' sensitivity receptor would change the conclusion of the significance of the effect of this impact to minor-moderate adverse. The MMO recommends further information is provided to characterise the seabed sediments within the fish ecology study area as to their potential to support herring spawning.	The assessment approach has been reviewed for the Environmental Statement, regarding the application of magnitude and sensitivity. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_035_310523	S42	Email	Table 8.20 models fish as static receptors, based on a single monopile scenario, and presents a maximum mortality range of up to 2.98km, and a recoverable injury range of up to 4.76km for fish in groups 3 and 4 (including hearing specialists such as herring and other clupeids, as well as species with swim bladders located close to, but not connected, to the ear, e.g., cod). For fish in groups 3 and 4, the impact ranges for temporary threshold shift (TTS) are given as	It should be noted that for two sound levels of approximately equivalent value, only a very minor increase is expected in the ranges presented, as the noise is not aggregated. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			30.18km for piling of a single monopile, and 32.34km for concurrent mono-piling based on two working rigs. The MMO would expect larger impact ranges than those provided.		
Morg_0052_036_310523	S42	Email	Figures 8.4 and 8.5 show that UWN contours have significant overlap with high intensity Atlantic cod (Gadus morhua) spawning grounds. Given that the project falls entirely within the high intensity cod spawning grounds and that cod is a hearing specialist (has a swim bladder involved in hearing) and thus is highly vulnerable to noise disturbances (Popper et al., 2014), the impact ranges for mortality and potential mortal injury, recoverable injury, TTS, startle response, and possible moderate to strong avoidance are likely to fall entirely or mostly within the spawning grounds. Therefore, the MMO considers that piling works could have potentially significant impacts to cod at the population level if piling was to occur during their spawning season (1 January to 30 April inclusive). The report states that impacts to cod (and herring) spawning and populations will be limited given “the short term and intermittent nature of piling activities… occurring over up to 70 days in a two-year piling phase”. However, it is likely that the piling period may also be longer than presented (see comment above).	The impacts of piling on cod spawning have been fully assessed within the Environmental Statement, in light of revised design parameters and underwater sound modelling. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_037_310523	S42	Email	The MMO recommends that the Applicant conduct a detailed assessment for the impacts of UWN from piling using the most recent evidence/data for Atlantic cod, including the potential impacts to eggs and larvae (currently it is rather high level). The Popper et al. (2014) criteria states that eggs and/or larvae can be damaged by noise but at levels exceeding 207dB peak sound pressure level (SELpeak). Therefore, the MMO recommends modelling for the SPLpeak of 207dB for eggs and larvae following a worst-case scenario.	Further evidence to support assessment of eggs and larvae has been sought to add further detail to the information presented within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0052_038_310523	S42	Email	Section 8.8.3 states that the modelled overlap of UWN with spawning grounds, based on Coull et al., (1998) and Ellis et al., (2012), only accounts for a small proportion of the total spawning habitat available. The MMO does not recommend the calculation of total spawning habitat for the following reasons: (i) The calculation is usually based of previous nursery/spawning ground date, however areas can change over time or become recolonised. (ii) Whilst spawning and nursery ground maps are used to provide the most recent and appropriate information to identify spawning areas, they do not fully define/consider/identify the following: • All potential areas of spawning; • Any habituation that may occur; • Specific substrate requirements; • More suitable topography; • Environmental factors that may influence spawning intensity such as temperature, oxygenation, natural disturbance, anthropogenic disturbance etc.; • Calculations of specific spawning areas are based on peak spawning times i.e., the number of days of a spawning period rather than considering the entire spawning season. The MMO recommends acknowledging the overlap with the spawning and/or nursery grounds but to avoid quantifying the impacts based on percentage overlap.	Noted, the percentage overlap with mapped spawning grounds will not be used to underpin the assessment. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_039_310523	S42	Email	A number of industry standard measures (primary and tertiary) have been adopted as part of the Morgan Generation Assets to reduce the potential for impacts on fish and shellfish ecology. These are detailed in Table 8.16. The MMO considers that it may be appropriate to recommend additional temporal mitigation measures during the spawning seasons for Atlantic herring and Atlantic cod. However, the MMO requires further clarifications on the UWN modelling assessment, before being able to recommend appropriate mitigation. Given the potential likelihood of temporal mitigation, which can create delays in the construction schedules of OWFs, the MMO recommends the report consider the use additional noise	The underwater sound modelling has been revised based upon refined design parameters relating to pile driving, with the Monopile option removed from the design envelope. The impacts from underwater sound have been fully assessed, and recommendations made where appropriate to mitigate exposure. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			abatement measures in the form of bubble curtains (Würsig et al., 1999), or other alternative measures.		
Morg_0052_040_310523	S42	Email	The MMO would expect the clearance of any unexploded ordnance (UXO) (if required) to be the subject of a separate marine licence application. Upon submitting said application, supporting evidence and an appropriate assessment of impacts to fish from UXO should be submitted to the MMO.	UXO clearance is included in the application for consent to ensure all pre-construction activities are covered. Underwater sound modelling has been undertaken for UXO clearance and injury ranges are presented to support the EIA and HRA.	No
Morg_0052_041_310523	S42	Email	The report states that UWN arising from piling is expected to propagate across the Irish Sea and so noise from the Morgan OWF will likely overlap most of the MCZs that have fish as designated features. The MMO recommends that the report define a Zone of Influence (ZoI) for UWN, as to assist with screening MCZs.	A cumulative effects ZOI of 100 km has been used for scoping in and out projects and designated sites for UWN. This comment also applies to the Marine Conservation Zone Screening Assessment (Document Reference E2).	No
Morg_0052_042_310523	S42	Email	The MMO notes that a number of MCZs with migratory smelt as designated features have been scoped out, based on the sites falling outside the ZOI for significant behavioural disturbance to smelt. The MMO considers there is considerable uncertainty within the UWN modelling within the PEIR, and as such recommends that at this stage, MCZs with fish as designated features should not be screened out of further assessment until additional information on the UWN modelling has been provided.	The underwater sound modelling has been revised based upon refined design parameters relating to pile driving, with the Monopile option removed from the design envelope. The impacts from underwater sound have been fully assessed, and updates have been carried through into the MCZ Assessment. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_043_310523	S42	Email	The MMO notes that no species-specific surveys have been undertaken for shellfish, King scallop and Queen scallop. As these are the most landed and valuable species within the proposed project area, the MMO would expect a dredge survey to be undertaken for those species.	The Applicant has committed to gathering of data for the first five years of the operations and maintenance phase of the Morgan Generation Assets, which will involve the review of VMS data and landings data to identify whether there are any changes to fishing activity within the Morgan Array Area. If changes are identified this will be discussed with commercial fisheries stakeholders. This commitment will contribute to the evidence base for commercial fishing activity and offshore wind (see the outline Fisheries liaison and coexistence plan, Document reference J10).	No
Morg_0052_062_310523	S42	Email	Volume 4, Annex 8.1: Fish and Shellfish Ecology Technical Report Major Comments The habitat suitability assessments presented within Annex 8.1 use EMODnet seabed sediment and site-specific grab sample data to characterise seabed sediments inside the project boundary and across the wider study area. The tables for both herring and sandeel are presented appropriately. However, for herring and sandeel, the EMODnet data is then overlain by site-specific PSA data which has been categorised as “Prime, Sub-Prime, Suitable and Unsuitable”.	The PSA data classifications have been adjusted to reflect "preferred", "marginal" and "unsuitable" in all figures and associated text describing substrate suitability for herring and sandeel to better align with the EMODnet seabed substrates data. The PSA data (% of fines, sands and gravel) is presented within Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0052_063_310523	S42	Email	The MMO recommends the PSA data is presented as sediment classifications using the Folk Sediment classification units (Folk, 1954), and colour-coded to be consistent with the ‘preferred’ and ‘marginal’ habitat preferences for herring and sandeel. Doing so will ensure that the PSA data are easily comparable to EMODnet sediment data and will prevent misinterpretation.	The PSA data is presented as Folk classifications in the Environmental Statement, with colour coding to reflect preferred/marginal habitat preferences. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0052_064_310523	S42	Email	The MMO also recommends having the PSA data for analysed sample locations provided in a table, with the constituent proportions of sand, gravel and mud (as a percentage), for review, in order to verify the Applicant’s categorisation of the PSA samples.	PSA results are presented as an appendix to Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1).	No
Morg_0052_065_310523	S42	Email	The report states that “the distribution of habitat suitability shows that the Morgan Array Area is largely classified as unsuitable (31%; >10% mud) and suitable/marginal (46%; >4%-10% mud) habitat, with intermittent areas of sub-prime and prime habitat”. The MMO notes that a high percentage of mud content can make sediments unsuitable as sandeel habitat, however, the MMO cannot conclusively agree of disagree with the above statement without having the PSA data for stations sampled provided in a table with the constituent proportions of sand, gravel and mud.	PSA results are presented as an appendix to Volume 4, Annex 2.1: Benthic subtidal ecology technical report of the Environmental Statement (Document Reference F4.2.1). Also refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0052_066_310523	S42	Email	The report classified 24 PSA samples as either 'prime', 'sub-prime' or 'suitable' habitat and only 11 samples were classified as 'unsuitable', this would suggest that sediments within the array area are largely suitable as sandeel habitat. As with herring, even if the sediment is not the ideal habitat for spawning, this does not mean sandeel will not spawn in these areas. The MMO recommends using additional data layers, including sandeel fishing fleet AIS/VMS data and the Coull et al. (1998) data, then incorporating these into the MarineSpace (2013) 'heat' mapping methodology.	The sandeel habitat classification has been reviewed, and additional data extracted from the Cefas One benthic tool has been integrated to provide a broader site-specific classification. This is considered appropriate to put the Morgan Generation Assets data into regional context, alongside using mapped spawning grounds. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) and Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0052_067_310523	S42	Email	Minor Comments The MMO notes that the data presented in Figure 1.14, indicates that the PSA data disagrees with the EMODnet data, in regard to herring spawning grounds. However, this is primarily due to different categorisations and presentations of the two datasets. The EMODnet data indicates that the majority of sediments within the array boundary are gravelly sand, which is considered to have 'marginal potential' as a herring spawning habitat. It should be noted that 'marginal' sediments may still support herring spawning activity as, although not the preferred sediment type, they will still have sufficient integrity to provide suitable spawning habitat. Additionally, there is a large area of preferable sandy gravel sediments directly east of the array boundary.	The Applicant notes your response. The EMODnet data is based upon broadscale characterisation with a high degree of interpolation, therefore the accuracy of such data is uncertain at a fine scale, as there is no scope for inclusion of variable or patchy sediments such as those within the east Irish sea. Heat mapping of aggregated 10-years of NINEL herring larval data has been undertaken using kernel density plots, following consultation with Cefas, MMO and NRW. This has been issued to stakeholders for approval, and is intended to be incorporated into the Environmental Statement within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0052_068_310523	S42	Email	The report states that "no high intensity spawning grounds identified by Coull et al. (1998) overlap with any part of the Morgan Array Area, and the NINEL data shows highly variable low to medium intensity larval densities throughout the entire north of the fish and shellfish ecology study area". It is also stated that "the large patches of gravelly sand and >5% mud content reported provide unsuitable spawning habitat throughout much of the Morgan Array Area, with only four areas of suitable/sub-prime spawning habitat identified out of 35 stations". The MMO notes the presence of gravelly sand sediments does not mean that there is no potential for herring spawning to occur however, it would also be useful to have the PSA data for stations sampled provided in a table with the constituent proportions of sand, gravel and mud (as a percentage) in order to verify the Applicant's categorisation of the PSA samples.	PSA results are presented as an appendix to Volume 4, Annex 2.1: Benthic Subtidal Ecology Technical Report of the Environmental Statement (Document Reference F4.2.1). Spawning area heat maps are presented Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) and Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0052_069_310523	S42	Email	The MMO recommends presenting the ten years of herring larval data, as a single bubble plot for all years, rather than individual years, as a single plot would better indicate the full extent and intensity of spawning activity around the Isle of Man. This would not need to replace the table of larval densities at individual sample stations across the ten-year period. Additionally, the MMO recommends the use of the MarineSpace (2013) heatmap for determining potential herring spawning habitat and potential sandeel habitat suitability (see comments above).	Heat mapping of aggregated 10-years of NINEL herring larval data has been undertaken using kernel density plots, following consultation with Cefas and NRW. This has been issued to stakeholders for approval, and is intended to be incorporated into the Environmental Statement within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement.	No
Morg_0052_073_310523	S42	Email	135dB SELss threshold as a behavioural impact threshold for herring. A key aspect of the UWN modelling will be whether the range of noise impact is likely to overlap the herring spawning ground near the Isle of Man. The criteria for behavioural responses included in the Popper et al., (2014) guidelines are qualitative and broad by nature, however, qualitative behavioural criteria cannot be easily mathematically modelled to illustrate a range of impact. Therefore, the MMO does not recommend the use of qualitative guidelines to calculate the maximum spatial extent of likely behavioural impacts, and instead recommends the use of a suitable quantitative threshold, based on the best available evidence.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0052_074_310523	S42	Email	For the purpose of modelling behavioural responses in herring at their spawning ground, a threshold of 135dB (SELss) is recommended as a conservative indicator of the risk of a behavioural response, especially for clupeid fishes such as herring. This 135dB threshold is based on research by Hawkins et al., (2014), who exposed wild schooling sprat to short sequences of repeated impulsive playback sounds at different sound pressure levels, to resemble that of a percussive pile driver. Observed behavioural responses included the break up of fish schools. The sound pressure levels to which the fish schools responded on 50% of	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. Advice was sought on the suitability of the 135 dB re 1µPa2.s SELss (single strike Sound Exposure Level) metric as a behavioural threshold for underwater sound impacts on herring spawning grounds for both the Morgan Generation Assets, and Mona Offshore Wind Project. Modelling has been carried out based upon both 135 dB SELss and 160 dB	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			the presentations were 163.2dB and 163dB, and as a result the concluded single strike sound exposure level was 135dB.	re 1µPa SPLpk thresholds. The outputs of which are presented in section 3.9.3. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	
Morg_0052_075_310523	S42	Email	The MMO recognises this is a conservative threshold as the Hawkins study was carried out in Lough Hyne, which is an enclosed, quiet coastal sea loch, where fish were not accustomed to heavy disturbance from shipping and other sounds (Hawkins et al., 2014). However, sprat are a clupeid species, closely related and anatomically similar to herring, and similarly sensitive to underwater sound (sprats also possess a swim bladder involved in hearing). Given an absence of other peer-reviewed empirical evidence of behavioural responses in clupeid fishes to support an alternative threshold for impulsive noise, Hawkins et al., (2014) is currently considered the best available scientific evidence, and as such 135dB is deemed an appropriate threshold for modelling behavioural responses. The MMO would be willing to consider the use of an alternative quantitative threshold for modelling behavioural responses in herring (or a similar clupeid fish), should the report provide a suitable, peer-reviewed literature, as evidence.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0052_076_310523	S42	Email	It is accurate that the 135dB SELss threshold was determined based on sprat schooling in the water column rather than sprat (or herring) engaged in spawning. However, there is little empirical evidence to indicate how herring (or sprat) engaged in spawning activity may respond to impulsive piling noise. In the absence of appropriate, empirical evidence indicating that herring will continue to spawn when subject to significant UWN disturbance, a precautionary approach, based on the best available, peer-reviewed evidence, should be adopted (ICES, 2003, 2015, 2018). For the reasons given above, the MMO considers that the 135dB (as per Hawkins et al., 2014) is a precautionary, but appropriate threshold for the purpose of modelling behavioural responses in herring at their spawning ground.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0054_003_010623	S47	Email	Our view is that the industrialisation and construction aftermath of the Morgan lease area requires careful consideration to preserve the sea bed conditions as they are at present. As communicated at meetings to date this area is contains a high % of juvenile Queen Scallops which we witness year after year the successful recruitment into other areas. The last 2-3 years the stocks have been increasing of Queen Scallops and we are currently in a period of good successful recruitment and fishing.	The fishing industry has advised areas of importance for supporting the fished areas for queen scallop within the array areas. Further consultation with the fishing industry has been undertaken since PEIR to support expanding the understanding of areas important for juvenile queen scallop beyond the array boundaries, due to limited research available on this subject, to support the assessment for the potential for recovery and for longer term impacts post-construction.	No
Morg_0054_004_010623	S47	Email	Therefore rock dumping over the cable array layout for instance would be detrimental to the Queen Scallop habitat and would be a challenge to tow Queen Scallop gear. We would comment that the backfilling of trenches/cables in this area is restored of sandy/gravelly substrate.	The Applicant notes your response. The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if cables are adequately buried and run in a north to south direction, which the Applicants have considered, as far as possible. This feedback has been used to inform the project design envelope. The Applicant has committed to undertaking the backfilling of trenches/cables with the same material.	Yes
Morg_0054_005_010623	S47	Email	Image within text - 1.3 Fish and shellfish ecology Similar to our response to Mona, we are in disagreement with much of the commentary in Volume 2, chapter 8: Fish and shellfish ecology. The impact assessment mostly regards that the alteration of seabed sediments as a result of the cable and turbine works will have ‘minor adverse’ effects mostly on the Queen Scallop habitat which we do not agree with. Alteration of some areas of the ground to rocky ground, worse case if rock dumping occurs, shall remove sections of prime gravelly/sandy Queen Scallop habitat and later their behaviour significantly.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement, see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0054_006_010623	S47	Email	Similar to our response to Mona project, we regard that Chapter 8 provides assertive hunches and no one knows possibly knows what impact the cumulative development of Mona and Morgan shall have on Europe's most primitive Queen Scallop grounds. Much of Morgan to the southern central extents are important nursery ground for Queen Scallops and construction works involving excavation, concreting, trenching and backfilling cable routes etc could have an irreversible effect on recruitment of Queen Scallops into the area fished to the west locally in Morgan known Queen Scallop grounds.	The Applicant notes your response. Potential cumulative effects on commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. Potential cumulative effects on fish and shellfish are considered in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement.	No
Morg_0054_007_010623	S47	Email	Our fishermen have paid witness to other developments such as the Isle of Man to Brighouse of Bay gas line installation whereby fishermen regard that the Queen Scallop habitat has never fully recovered 20+ years on. The Mona and Morgan proposals are on a far grander scale to cover the most important Queen Scallop grounds in Europe and the project should give full consideration to how they can mitigate as far as practically to avoid situating infrastructure directly on top of key habitat and fishing grounds.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0054_013_010623	S47	Email	5. Do you have any comments/ feedback on how the project interacts with commercial fisheries, shipping and navigation? See previous comments. Again similar to Mona, the project is situated directly on primitive Queen Scallop fishing ground as well as Queen Scallop nursery/spawning ground. Should the developer take upon the recommendations of consultation to date and leave the western extents free for fishing Queen Scallops then there will be lesser impact. Also avoidance of the western corner would be favourable for north-south shipping. Morgan is also situated in a high traffic area for shipping and fishing.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0055_009_010623	S47	Email	1.3 Fish and shellfish ecology. As our response to Mona, the SFF are in disagreement with much of the commentary in Volume 2, chapter 8: Fish and shellfish ecology. The impact assessment mostly regards that the alteration of seabed sediments because of the cable and turbine works will have 'minor adverse' effects mostly on the Queen Scallop habitat which we do not agree with. Alteration of some areas of the ground to rocky ground, worse case if rock placement occurs, shall remove sections of prime gravelly/sandy Queen Scallop habitat and later their behaviour significantly.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0055_010_010623	S47	Email	Akin to our response to Mona project, we regard that Chapter 8 provides assertive hunches and given the scientific uncertainty around the impact the cumulative development of Mona and Morgan shall have on Europe's most primitive Queen Scallop grounds. Much of Morgan to the Southern central extents are important nursery ground for Queen Scallops and construction works involving excavation, concreting, trenching and backfilling cable routes etc. could have	The Applicant notes your response. The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			an irreversible effect on recruitment of Queen Scallops into the area fished to the West locally in Morgan known Queen Scallop grounds.		
Morg_0055_011_010623	S47	Email	Our fishermen have paid witness to other developments such as the Isle of Man to Brighouse of Bay gas pipeline installation whereby fishermen regard that the Queen Scallop habitat has never fully recovered 20+ years on. The Mona and Morgan proposals are on a far grander scale to cover the most important Queen Scallop grounds in Europe and the project should give full consideration to how they can mitigate as far as practically possible to avoid situating infrastructure directly on top of key habitat and fishing grounds.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0065_003_020623	S42	Email	Whilst the Isle of Man is not a member of the EU and is therefore not directly covered by most European directives, the Isle of Man still follows relevant European environmental safeguards and expects best practice to be followed. The Isle of Man also meets its obligations under both the Bonn and the Bern Conventions, via statutory instruments, specifically the Wildlife Act 1990. As part of this, the TSC would request that appropriate consideration is given to the species which are protected under this Act, and ensure that there are no detrimental impacts on these species as part of this proposed project given its close proximity to Isle of Man waters. In addition, the same would be requested in respect of the marine protected sites and the manner in which these are designated and managed, and key seabird breeding sites, including any transboundary impacts arising from the project.	Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5) has included consideration of Isle of Man designated sites. Isle of Man Marine Nature Reserves are considered within the following chapters of the Environmental Statement: • Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) • Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0065_004_020623	S42	Email	It is noted that the cumulative effects will be thoroughly investigated. However, of particular importance and concern would be the habitats and species found within Isle of Man waters, particularly those protected under Manx law or identified as threatened or declining by the OSPAR Convention, and which may be affected by the proposed developments. Comments included below request the inclusion of relevant, island-based conservation organisations which may also have relevant information and data of interest to the project. Any maritime developments within or adjacent to the Isle of Man territorial waters could potentially impact commercial fisheries in Manx waters so it would be appreciated if the relevant fishing organisations on the island were included as consultees via the appointed Fisheries Liaison Officer.	Potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 15 of the Environmental Statement).	No
Morg_0065_005_020623	S42	Email	The above proposal also has the possibility for potential trans-boundary impacts on Manx land/seascapes and the TSC would particularly like to ensure that the impacts on wildlife/habitat conservation and fisheries in Manx waters are fully considered within the scope of this assessment developments.	The Isle of Man is a Crown Dependency of the UK and not an European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such, potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary. Nonetheless, potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 14; and Volume 3, Annex 5.2: Transboundary Impacts Screening of the Environmental Statement (Document Reference F3.5.2)).	No
Morg_0065_013_020623	S42	Email	Data Sources The TSC would draw the applicant's attention to the Manx Marine Environmental Assessment2 (MMEA) which provides a useful overview of the Island's marine environment and should be taken into account as part of both the transboundary and possibly also the cumulative impacts assessment as part of this application. More detail will be provided below in respect of specific areas of the MMEA that should be reviewed.	Comment noted and the information in the MMEA has been referenced in the Benthic subtidal and intertidal ecology technical report of the Environmental Statement to characterise the wider regional benthic subtidal and ecology study area. The MMEA is further referred to within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), and Volume 2, Chapter 4: Marine Mammals of the Environmental Statement	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Document Reference F2.4) and Volume 4, Annex 4.1: Marine Mammals Technical Report of the Environmental Statement.	
Morg_0065_022_020623	S42	Email	Chapter 8 Fish and Shellfish Ecology Technical Report Agree that sandeel and herring are acknowledged as primary receptor species. 1.9.2.6 'While the value of landings has fluctuated over the last 10 years, the western-most portion of the Morgan Array Area has yielded some of the highest outputs of shellfish landings over the last five years. This is consistent with the consultation feedback showing higher intensity queen scallop fishing in the western-most corner of the Morgan Array Area (Figure 1.21). Other areas around the Morgan Generation Assets and within the Morgan Array Area are rarely fished as they are considered important spawning grounds for the overall queen scallop stock. Specifically, these areas are located within the eastern half of the Morgan Array Area (Figure 1.21) and extend more widely throughout the fish and shellfish ecology study area.'	The Applicant notes your response. Commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (Document Reference F2.6). The Applicant has committed to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area.	No
Morg_0065_023_020623	S42	Email	Figure 1.21 is poorly presented and represents only a very specific queen scallop consideration (Scottish dredge fishing) and only WITHIN the Morgan generational area. It is not indicated as such on the figure, and does not represent a reasonable indication of queen scallop fishing grounds in the region, with no equivalence to the king scallop data presented in Figure 1.20, which might reasonably be inferred from the context. As noted in comments on the Commercial Fisheries chapter, queen scallop should be presented as an equivalent to Figure 1.20, and using the same data sources. Example map for historic QSC fishing grounds from similarly-available VMS data sources	Additional consultation with the fishing industry has been undertaken to gain a broader understanding of the queen scallop grounds outside of the array area. The Applicant has committed to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. Commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (Document Reference F2.6).	No
Morg_0065_024_020623	S42	Email	Queen and king scallop: fishing activity maps based on EU VMS data (2018-2022) from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data.	The Applicant notes your response. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into Volume 4, Annex 6.1: Commercial fisheries technical report of the Environmental Statement (Document Reference F4.6.1) and has been considered within the commercial fisheries assessment.	No
Morg_0065_025_020623	S42	Email	1.10 Designated sites Table 1.8 Summary of Designated Sites within the fish and shellfish ecology study area and relevant qualifying interest features. It is not clear why the Table has included only 4 of the Manx MNRs, when all 10 are within the FSE Study area, and all feature at least one species of relevance, and are included in Figure 1.22. Figure 1.22 also requires changing- the MNR names are in the wrong place in some cases. For example, Baie ny Carrickey is missing and Little Ness is on the wrong side of the island (see also text comment below).	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment where appropriate. MNR figures have been updated and available in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0065_026_020623	S42	Email	Please amend accordingly. Table is missing the following; · Langness MNR: Modiolus and Iceland clam, European eel, cod spawning/nursery ground · Baie ny Carrickey MNR: European eel, spiny lobster · Calf of Man and Wart Bank MNR: sand eel, spiny lobster, flame shell · Port Erin Bay - see features · Niarbyl Bay - see features · West Coast MNR - see features Sand eel should also be included for Ramsey Bay MNR Please amend and update/consider where relevant in the text e.g. Section 1.10.10, and associated PEIR Chapter 8 Fish and Shellfish Ecology.	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment, where appropriate (See Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_027_020623	S42	Email	1.11.2.2 Diadromous fish. (Refer to: hiips://www.gov.im/media/1378920/designation -of-marine-nature-reserves-	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment, where appropriate (See	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			guidancenote.pdf) There are no Manx MNRs mentioned, despite having diadromous fish as designation features, although recognised as such in Table 1.10.	Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	
Morg_0065_028_020623	S42	Email	Chapter 8 FSE PEIR Report 8.4.1.2 Identification of designated sites As noted above, and noting the process of identification outlined, please explain why only 4 of ten Manx MNRs were included? As appropriate please amend both TR and PEIR to reflect more comprehensive inclusion	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment, where appropriate (See Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_029_020623	S42	Email	8.4.2 Baseline environment Please note comment made on the Technical Report above in relation to consideration of Manx interests in the baseline and their subsequent application in Chapter 8.	The Applicant notes your response. The Applicant has consulted with Manx Utilities on their plans for a second interconnector. This plan is listed within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). As there is no information currently in the public domain for this plan it has not been screened into any of the topic cumulative assessments.	No
Morg_0065_030_020623	S42	Email	8.4.2.12 King and Queen Scallop As noted for Technical report, it's not clear why high levels of fishing for king scallop is acknowledged and presented, yet the equivalent for queen scallop is not? See graphics provided. There is acknowledgement of high densities of scallop in Manx waters, but only a very small selected area within the array site is highlighted. This cannot be considered as equivalent presentation of species, although both are highly relevant to both IoM and UK fishers in the region. This should be addressed. See provided maps above for example; Data compiled recently for the Isle of Man Government to show fishing activity (using swept area as a proxy) clearly shows the distribution of these fisheries in Manx waters, and proximate to the Morgan array area. While the technical report and Chapter report's king scallop data is broadly indicative, the queen scallop data is not.	Additional consultation with the fishing industry has been undertaken to gain a broader understanding of the queen scallop grounds outside of the array area. This information has fed into the fish and shellfish assessment presented within the Environmental Statement (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement and the commercial fisheries assessment (Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. The Applicant has committed to the implementation of a scallop mitigation zone within the Morgan Array Area (see the Outline fisheries liaison and coexistence plan, Document Reference J10).	No
Morg_0065_031_020623	S42	Email	8.4.3 Designated sites Table 8.8: Designated sites and relevant qualifying interests within the fish and shellfish ecology study area with distance from the Morgan Generation Assets. As noted above, this table does not appear to adequately include Manx MNRs, only 4/10 are present, yet features are common and all are within the Study Area. Please amend accordingly or provide explanation for omissions.	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment where appropriate. MNR figures have been updated and available in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0065_032_020623	S42	Email	Table 8.9: Defining criteria for IEFs (adapted from CIEEM, 2018). Value of IEF Defining Criteria · Nationally designated sites: Manx MNRs are designated under the Wildlife Act 1990 · Species protected under national law: multiple designation features (species and habitats) of the Manx MNRs are protected under the Wildlife Act 1990. So the rationale for exclusion of some MNRs is not apparent and should be clarified.	All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment where appropriate. MNR figures have been updated and available in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0065_033_020623	S42	Email	Table 8.10: IEF species and representative groups within the Morgan Generation Assets · 'Herring is an important commercial species, but not in the immediate vicinity of the Morgan Generation Assets or in the wider east Irish Sea ' · Mackerel is an important commercial species, but not in the immediate vicinity of the Morgan Generation Assets or. in the wider east Irish Sea. These statements are queried, and should ideally be supported by VMS data showing species fishing activity.	These statements have been reviewed for the Environmental Statement (See Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_034_020623	S42	Email	The herring statement also appears to contradict Chapter 11 Commercial Fisheries, where it indicates the presence of this fishery in the areas and an effect on receptor. For example; Herring vessels	The herring fisheries closure has been considered within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report (document number F4.3.1) and Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			· 11.8.2.21 Feedback from project-specific consultation has established that, at the time of writing, the herring fishery in the region is comprised of three pelagic trawlers from Northern Ireland and two from England. Landings statistics indicate that within the commercial fisheries study area, this receptor group almost exclusively operates within ICES Rectangle 37E5, in which a relatively small, northwest section of the Morgan Array Area is located. The Douglas Bank herring fishery, positioned within ICES Rectangle 37E5, overlaps with the northwest section of the Morgan Array Area; and is subject to annual closure between 21 September and 15 November. Landings statistics indicate that August and September are the most important months for the herring fishery. · 11.8.2.22 This receptor group will be affected by construction works at the Morgan Array Area (duration of up to four years, including seabed preparation). The Isle of Man maintains a herring closure under domestic fisheries legislation, despite revocation of the original Council Regulation ((EC) No 850/98, amended by EC 2723/1999) which includes the Morgan array site see; Pg 26 hiips://www.gov.im/media/1363405/ch -41-fisheries.pdf	Statement (Document Reference F2.3). Potential impacts in relation to commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (Document Reference F2.6).	
Morg_0065_035_020623	S42	Email	This should be identified within the FSE report, and the related Commercial Fisheries chapter, and considered with respect to its ongoing function; i.e.. to protect spawning herring aggregations and in relation to the PEIR/EIA assessments. For example: • 8.8.2.33 Herring are deemed to be of high vulnerability, medium recoverability and of national importance, which would normally give a medium to high sensitivity. However, the sensitivity of herring to this impact is considered low, due to the limited suitable spawning sediments overlapping directly with the Morgan Array Area and the core herring spawning ground being located outside and to the northwest of the fish and shellfish ecology study area It seems unlikely that the area can be dismissed as indicated above, and appears to rely heavily on Coull et al., 1998 as the main reference. Given the acknowledged variability in this species' spawning patterns, further specific consultation on this conclusion with AFBI, as regional herring experts, is recommended.	Heat mapping of aggregated 10-years of NINEL herring larval data has been undertaken using kernel density plots, following consultation with Cefas, MMO and NRW. This has been issued to stakeholders for approval, and is intended to be incorporated into the Environmental Statement within Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0065_036_020623	S42	Email	8.8.4.13: This section raises a number of concerns about how data is presented assessed and concluded. For example; · Many shellfish species, such as edible crab and king and queen scallop, have a high tolerance to SSC and are reported to be insensitive to increases in turbidity (Wilber and Clarke, 2001); This reference relates to a temperate/subtropical American species (Agropecten irradians) in estuarine conditions, and CANNOT be extrapolated to king and queen scallops. · 'In the case of possible burial during settlement of SSC, both king and queen scallop have the potential to be impacted negatively. However, it has been found that any potential burial of queen scallop does not negatively impact emergence from sediment and survival rates in the short term of up to two days, with the caveat that they do have the potential to be negatively impacted when buried under several centimetres of sediment over longer time periods, up to seven days (Hendrick et al., 2016).' The actual conclusion of this laboratory study was that 'the queen scallop (Aequipecten opercularis)' was 'highly intolerant to burial'. Why not also present the simple point also?	The baseline and impact assessments have been updated to take into consideration the additional data sources highlighted during statutory consultation This specific example is updated in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_037_020623	S42	Email	· 'The MDS modelling of sediment plume movement and deposition depths have shown this is unlikely to occur in this case. King and queen scallop both have high intensity spawning grounds mostly overlapping the Morgan Array Area and are both more mobile than many other shellfish species and are expected to avoid active events causing increases in SSC. This potential avoidance behaviour is less prevalent in juvenile king scallop, where burial from up to 5cm of SSC deposition can reduce growth rates, potentially having impacts on future spawning	The Applicant notes your response. The assessment of impact on spawning grounds is within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			times (Szostek et al., 2013). However, the relatively low level of SSC and deposition, and the large area available alternatively for spawning, is unlikely to significantly impact king scallop populations in the short or long term.' While these species are relatively more mobile than other shellfish, Szostek et al., 2013, also noted that 'A. opercularis frequently swim short distances (by repeated 'clapping' of the shells) to escape predators, while P. maximus exhibit this behaviour much less frequently and require a longer aerobic recovery time (Brand 2006).'		
Morg_0065_038_020623	S42	Email	The research also involved juvenile scallops (30mm) which are more active than adults – so the extrapolated effect to include adult (commercial size) animals cannot be reasonably concluded. As such, this appears to represent rather selective data and over-generalised conclusions, and is of concern in the context of such assessments if this practice is common, given the scope and scale of the material presented.	The assessments have been updated to take into consideration the additional data sources and comments highlighted during statutory consultation. See Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_039_020623	S42	Email	Table 8.28 and Figure 8.8: List of other projects, plans and activities considered within the CEA. · Dredging activities and dredge disposal site · Douglas Harbour, Isle of Man · Castletown Bay, Isle of Man – not aware of this as a current operation · Annual Maintenance Dredging Peel Harbour Isle of Man – please check quantities (400,000m3 annually is not considered correct), and disposal at sea is not currently a viable option. Has IoM Government (Department of Infrastructure) been consulted on the details and assumptions related to the above projects?	The cumulative effects screening matrix has been updated for the Application with the latest publicly available information on all other projects, plans and activities where there is potential for a temporal or spatial overlap with the Morgan Generation Assets, as part of this update Castletown Bay has been removed. For each assessment topic relevant projects have been screened into their assessment of potential cumulative effects, this is presented within the cumulative effects assessment of each assessment chapter. The cumulative effects screening matrix is presented in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix of the Environmental Statement (Document Reference F3.5.1).	No
Morg_0065_040_020623	S42	Email	Tier 3: need to include Ørsted Isle of Man windfarm and, under the appropriate heading, Crogga gas exploration/production projects. Has Manx Utilities been consulted over plans for a second electricity interconnector between UK and east coast Isle of Man? This is considered likely within 10 years. And then assessed as appropriate in subsequent analysis	The Mooir Vannin Offshore Wind Farm has been included within the CEA in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) as a Tier 2 project. The Crogga project has been included in Volume 3, Annex 5.1: Cumulative Effects Screening Matrix (Document Reference F3.3.1) and included in the CEA in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The Applicant has consulted with Manx Utilities on their plans for a second interconnector. This plan is listed within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). As there is no information currently in the public domain for this plan it has not been screened into any of the topic cumulative assessments.	No
Morg_0065_041_020623	S42	Email	Table 8.32: Summary of potential environmental effects, mitigation and monitoring Underwater noise impacting fish and shellfish receptors Further mitigation: '….. further mitigation is currently being investigated to minimise risks of significant impacts if piling occurs during the herring spawning season.' Agree that this is appropriate, and recommend specific consultation with AFBI on herring spawning, and inclusion of Isle of Man Government (DEFA) due to developing interest in the fishery and relevant herring legislation covering the proposed array area.	The impact assessment is presented in Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0065_042_020623	S42	Email	Should there not be a monitoring component on the effects (e.g. landings, fishing activity patterns) on commercial fishery species (which are easier to collect data on) in order to determine the validity of the assumptions made about relevant species (e.g. scallops, queenies, crustaceans, herring etc.) and monitoring of assumed levels of effect, e.g. actually measuring the sediment loads and sound levels as predicted by modelling? Or monitoring of colonisation of potential INNS on structures? Without additional monitoring how can these EIA assessment methodologies be improved?	Following completion of the impact assessment, based upon a refined project design envelope and redefined maximum design scenario, appropriate mitigation and/or monitoring measures have been recommended where necessary. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The TSC has concerns in that the work presented suggests there is no impact, no mitigation or no monitoring required as a result which seems somewhat odd given the extent of the project.		
Morg_0065_112_020623	S42	Email	11.8.7 Potential impacts on commercially important fish and shellfish resources '11.8.7.6 The fish and shellfish ecology assessment concluded that for all impacts during the construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for king and queen scallops, which is not significant in EIA terms. Therefore, no significant impact is predicted for the Scottish west coast, Isle of Man and other scallop vessels receptor groups. 11.8.7.7 The fish and shellfish ecology assessment concluded that for all impacts during the construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for European lobster and Nephrops, which is not significant in EIA terms. Therefore, no significant impact is predicted for offshore static gear vessels. 11.8.7.8 The fish and shellfish ecology assessment concluded that for all impacts during the construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for herring, which is not significant in EIA terms. Therefore, no significant impact is predicted for herring vessels. However, the assessment concluded that there is potential for residual risk of significant effects on herring spawning if piling occurs during the spawning season, due to the close proximity of the Morgan Generation Assets to the nearby herring spawning grounds. Measures to minimise the risk of significant effects on herring spawning are currently being investigated and will be discussed with relevant stakeholders and included in the Environmental Statement. ' The Isle of Man Government requests inclusion in future discussions, in part due to changes in herring quota allocations and also due to Manx legislation related to herring spawning.	Future discussions on herring quota allocations can be discussed as part of the Fisheries Liaison and Coexistence Plan (FLCP) developed through consultation with commercial fisheries stakeholders. An outline of this plan has been submitted as part of the Application (Document Reference J10). The IoM government has been included as part of the EWG for commercial fisheries, refer to Technical Engagement Plan (Document Reference E4).	No
Morg_0065_179_020623	S42	Email	*Fish and shellfish ecology* 1.6.1.10 It is proposed that potential transboundary impacts on fish and shellfish ecology and their nature conservation interests are screened into the EIA process. A transboundary assessment has been completed and is included in volume 2, chapter 8: Fish and shellfish ecology of the PEIR. Potential impacts upon European Sites with fish as a qualifying feature are assessed within the Information to Support the Appropriate Assessment (ISAA). NOTED, but the Isle of Man Government requests that the potential impacts IS NOT LIMITED to European Sites, as this assumes current or prior EU member status and designation. By definition, transboundary effects cannot assume that designations or an equivalent assessment are the same either side of the boundary, and therefore Isle of Man marine conservation designations, for example Marine Nature Reserves (under the wildlife Act 1990) need to be treated as equivalent, or clearly justified as to why they are not. The Isle of Man is a signatory to various international treaties and conventions, via the UK and, as such, has its own jurisdictional responsibilities. This comment is also relevant to those made in respect of the Fish and Shellfish Ecology chapters.	The Applicant notes your response. All relevant designated sites including all MNRs are included in the baseline characterisation and inform the assessment where appropriate. MNR figures have been updated and available in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1).	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases:	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			• Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.		
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: REDACTED@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor are evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	No
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine Mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore Ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic Subtidal Ecology chapter (Document Reference F2.2)). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_018_020623	S42	Email	Fish Ecology Natural England does not agree with the conclusions drawn that using soft start piling would enable highly mobile protected species (i.e., Salmon, Lamprey, Shad) to swim away from the source of noise. These traditional mitigation options were developed for receptors capable of fleeing (e.g., marine mammals). There is a lack of evidence suggesting that fish flee away from noise sources in a consistent and directional way. Therefore, soft-start mitigation is not thought to be effective mitigation for fish receptors and Natural England advises the developer to remove soft start piling from the list of viable mitigation for protected fish species.	It is acknowledged that soft start procedures are not beneficial for all fish receptors, however, as fish are such a broad group of organisms, it is likely that soft starts will benefit some more reactive species. It has been clarified throughout that soft start procedures may benefit some fish species. Refer to Section 3.8 and 3.14 of Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0066_085_020623	S42	Email	Natural England does not agree with the conclusions drawn that using soft start piling would enable highly mobile protected species (i.e., Salmon, Lamprey, Shad) to swim away from the source of noise. These traditional mitigation options were developed for receptors capable of fleeing (e.g., marine mammals). There is a lack of evidence suggesting that fish flee away from noise sources in a consistent and directional way. Therefore, soft-start mitigation is not thought to be effective mitigation for fish receptors. Natural England advises the developer to remove soft start piling from the list of viable mitigation for protected fish species, given the lack of evidence.	It is acknowledged that soft start procedures are not beneficial for all fish receptors, however, as fish are such a broad group of organisms, it is likely that soft starts will benefit some more reactive species. It has been clarified throughout that soft start procedures may benefit some fish species. Refer to Section 3.8 and 3.14 of Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0066_088_020623	S42	Email	Baseline Characterisation – Document(s) Used: Volume 2, Chapter 8 Fish and Shellfish Ecology, Section 1.7.3.7 Hearing sensitivity of annex II diadromous fish feature. Also Table 8.19 and Table 8.21. Underwater sound modelling considers cumulative Sound Exposure Level (SELcum) and Temporary Threshold Shift (TTS) “fleeing” receptors concurrently with “stationary” receptors. Natural England does not agree with this behavioural response type due to a lack of empirical evidence. Underwater modelling should be based solely on stationary receptor rather than a fleeing receptor for fish.	It is acknowledged that some fish species will exhibit "fleeing" behaviour and some will not, therefore modelling is based on fish as both static and fleeing receptors to capture both ends of the realistic spectrum. Refer to Section 3.8 and 3.14 of Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0066_089_020623	S42	Email	Section 1.7.3.7 Hearing sensitivity of annex II diadromous fish feature [conclusions against impacts on conservation objectives Tables 1.13 through to 1.20]	It is acknowledged that soft start procedures are not beneficial for all fish receptors, however, as fish are such a broad group of organisms, it is likely that soft starts will benefit some more reactive species. It has been clarified	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Further to above, Natural England does not agree with the conclusions drawn that using soft start piling would enable highly mobile protected species (i.e., Salmon, Lamprey, Shad) to swim away from the source of noise. These traditional mitigation options were developed for receptors capable of fleeing (e.g., marine mammals) and so are not necessarily effective for fish. Not to consider soft start piling as viable mitigation given the lack of evidence to support this.	throughout that soft start procedures may benefit some fish species. Refer to Section 3.8 and 3.14 of Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	
Morg_0066_090_020623	S42	Email	8.8.3.34, 8.8.3.61, Fig 8.7, Herring spawning grounds with subsea 10dB noise SEL single strike contours for monopile north location. NE defers to CEFAS advice on impacts to herring spawning from underwater noise. However, we offer the following comments: Natural England agrees that there is potential for significant effects on herring spawning, due to the proximity to the nearby herring spawning grounds. Particularly if piling takes place during the spawning period (September- October). NE does not support any particular noise threshold for behavioural disturbance of fish due to a lack of evidence supporting such a threshold. The evidence base underlying the 135dB stated in Table 10.25 is best available, but insufficient to draw reasonable conclusions around degree of fish response to underwater noise at this threshold, and also the degree of impact arising from any behavioural change. Natural England therefore views the classification of “minor adverse” as insufficiently precautionary given the limited evidence base to rule out more severe impacts. While we recognise the reversibility of disturbance effects, the long-term result of this disturbance can be weakening of the age-class structuring of the local spawning population, and reducing its resilience. Commentary only. NE defers to CEFAS regarding impacts on herring spawning.	Noted. The project design envelope has been refined since submission of the PEIR, and updated noise modelling has been undertaken. Appropriate mitigation measures have been recommended following assessment of the impacts of underwater sound from pile driving in the Environmental Statement. Advice was sought on the suitability of the 135 dB re 1µPa2.s SELss (single strike Sound Exposure Level) metric as a behavioural threshold for underwater sound impacts on herring spawning grounds for both the Morgan Generation Assets, and Mona Offshore Wind Project. This sound level is presented on all relevant sound contour figures at the request of the MMO and has been discussed throughout the text alongside other relevant thresholds. Modelling has been carried out based upon both 135 dB SELss and 160 dB re 1µPa SPLpk thresholds. The outputs of which are presented in section 3.9.3. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement (Document Reference F3.3.1). An Underwater Sound Management Strategy has also been prepared by the Applicant (Document Reference J13).	Yes
Morg_0066_091_020623	S42	Email	8.8.3.41, 8.8.3.62 Impacts to sea and river lamprey behaviour. The unique trait of lamprey parasitism is not considered during the sensitivity discussion. Lamprey reliance on prey availability in the marine environment results in a heightened sensitivity to noise – on par with their prey. Should prey vacate the area due to underwater noise then this constitutes a predictable, negative impact to lamprey. Amend the sensitivity of lamprey. As impacts to diadromous fish overall are classed as minor adverse, this amendment will not affect the outcome of the assessment.	Lamprey sensitivity has been reviewed accordingly. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0066_092_020623	S42	Email	HRA - Document Used: Habitats Regulations Assessment Stage 2 Information to Support Appropriate Assessment See Natural England comment 3.18. Amend the sensitivity of lamprey. As impacts to diadromous fish overall are classed as minor adverse, this amendment will not affect the outcome of the assessment.	Lamprey sensitivity has been reviewed accordingly. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0066_093_020623	S42	Email	1.7.3.12, 1.7.3.15, 1.7.3.16 There is no evidence to suggest that fish flee consistently and directionally from noise sources.	It is acknowledged that some fish species will exhibit "fleeing" behaviour and some will not, therefore modelling is based on fish as both static and fleeing receptors to capture both ends of the realistic spectrum. Refer to Volume 2	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Therefore soft-start cannot be considered an effective form of mitigation for fish receptors. When concurrent piling is considered and modelled, the TTS ranges for fish modelled as stationary receptors have a maximum range of 32,340m. The recovery period from TTS is variable, during which fish may have decreased fitness due to a reduced ability to communicate, detect predators or prey, and/or assess their environment. This overlaps with a significant portion of the Irish Sea and encompasses coarsely identified migratory routes. Further evaluation of noise impacts to migratory routes of diadromous fish. Utilisation of at-sea tracking information to improve risk assessment. Further discussion of mitigation /noise abatement technology may be necessary.	Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) and the Underwater Sound Management Strategy (Document Reference J13).	
Morg_0036_006_020623	S42	Email	Regarding Fish and Shellfish Ecology, NRW (A) does not agree that the impacts from underwater noise on fish receptors can be assessed as 'minor adverse', however agree with several other elements of the report.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The project has concluded that there may be a significant effect on herring spawning for the project alone and on herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_011_020623	S42	Email	2. Key issues 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will potentially lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. marine ornithology, benthic ecology) within Welsh waters (as discussed in paragraph 8, section 1.2.1). NRW (A) strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been reduced from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes
Morg_0036_015_020623	S42	Email	6. Detailed comments, key issue 1: sand wave clearance. Each site has been assessed independently, and sand wave clearance has only been assessed in relation to Suspended Sediment Concentration (SSC) plumes and sediment deposition following disturbance. Whilst NRW (A) agree that the SSC plumes arising from the sand wave clearance and cable installation activities at the Morgan Array site do not tidally advect over to the Mona array site or impact on any designated features in Welsh Waters, the impact to bedload sediment transport processes and the regional sediment budget should be assessed in-combination (Morgan, Mona and Morecambe Offshore Wind Farm (OWF) Array sites) and considered in line with other receptor groups, i.e. fish and benthic habitats, as physical processes are a pathway for impacts to other receptor groups.	The Cumulative effects screening matrix (Document Reference F3.5.1) considers all relevant projects and considers both the extent and magnitude of potential impacts including both suspended sediment concentrations and sediment transport pathways. The structure of the cumulative effects assessment within the physical processes and benthic ecology chapters has been adjusted to ensure the proportionate and clear assessment of the Morgan Generation Assets in combination with the Morgan and Morecambe Transmission Assets, Morecambe Offshore Wind Farm and Mona Offshore Wind Project. See Volume 2, Chapter 1: Physical Processes chapter of the Environmental Statement (Document Reference F2.1) and Volume 2,	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0036_016_020623	S42	Email	7. Detailed comments, key issue 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. birds, benthic). Given the intention to leave the rock in situ upon decommissioning, permanent presence of the rock will potentially alter the seabed sediment transport processes leading to permanent alterations to the seabed morphodynamics. This could have potential cumulative impacts to the sediment transport systems of the North Wales coast, causing further impacts to receptors within Welsh waters and Welsh protected sites. It is essential to consider these combined impacts from the large amount of cable protection proposed across this vast area. NRW (A) therefore strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been refined from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes
Morg_0036_018_020623	S42	Email	9. Fish and shellfish ecology. Key issues. Underwater noise impacts on fish receptors. NRW (A) does not agree that the impacts from underwater noise on fish receptors can be assessed as 'minor adverse' either alone or in-combination with other planned projects within Liverpool bay.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.4). The project has concluded that there may be a significant effect on herring spawning for the project alone and on cod and herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent. The UWSMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_019_020623	S42	Email	10. Fish and shellfish ecology. Key issues. Diadromous fish features. NRW (A) agree with the conclusions of no adverse effects on site integrity (AEOSI) for qualifying Annex II diadromous fish features on the Afon Gwyrfai a Llyn Cwellyn, Dee Estuary and River Dee and Bala Lake Special Areas of Conservation (SACs).	The Applicant notes your response.	No
Morg_0036_020_020623	S42	Email	11. Fish and shellfish ecology. Key issues. HRA screening report. With reference to section 1.3.3.6, NRW (A) welcomes the adaptation of the regional screening approach for Atlantic salmon (and pearl mussel).	The Applicant notes your response.	No
Morg_0036_021_020623	S42	Email	12. Fish and shellfish ecology. Key issues. HRA screening report. With reference to section 1.4.3.4, NRW (A) note that although twaite shad have been recorded in a fish trap on Chester weir near the tidal limit of the river Dee, there are no records of a spawning population in the river.	Thank you for this feedback, reference to this statement has been incorporated into Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1) to support baseline characterisation, and the HRA Stage 2 ISAA Part 1: Intro and background (Document Reference E1.1) and ISAA Part 2: SAC assessments (Document Reference (E1.2).	No
Morg_0036_022_020623	S42	Email	13. Fish and shellfish ecology. Detailed comments. With reference to Table 8.6 – summary of site-specific survey data, NRW (A) notes that the benthic subtidal surveys for the offshore cable corridor and Zone of Influence (ZOI) have not been included in the PEIR. The assessment of	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			impacts to herring spawning habitats and in particular to sandeel habitat, rely in part on these site specific results and are consequently incomplete. NRW (A) are unable to agree with the assigned significance of the impacts at this stage.	the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The project has concluded that there may be a significant effect on herring spawning for the project alone and on herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will be updated post-application, discussed and agreed with stakeholders.	
Morg_0036_023_020623	S42	Email	14. Fish and shellfish ecology. Detailed comments. With reference to Section 8.4.2.7, NRW (A) notes that this section states that the most suitable herring spawning habitat is located within 10km of the array area. It is unclear whether this is within one tidal excursion and therefore within the ZOI for deposition of sediments arising from construction activities. This should be clarified.	The Applicant notes your response. Further clarity has been provided in Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_024_020623	S42	Email	15. Fish and shellfish ecology. Detailed comments. With reference to Section 8.4.4.1, the assigning of Species of Principle Importance (SPI) status versus Important Ecological Features (IEF) is not clear or consistent, nor is it clear how the further assessment takes SPI status into consideration. Some species, such as twaite and allis shad are designated as IEF and SPI although they do not breed in any rivers in the study area, while others such as spurdog, which is protected and has nursery grounds overlapping the array area is only assigned IEF status.	Species of Principal Importance (SPI) in England are assigned under the NERC Act (2006), and the determination of Important Ecological Features takes into account this listed status. Text has been added to Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2) to clarify that SPI status is not assigned by the author.	No
Morg_0036_025_020623	S42	Email	16. Fish and shellfish ecology. Detailed comments. With reference to Table 8.9 – NRW (A) advise that this table is amended so that any fish listed on the IUCN Red list, or any fish listed under OSPAR as Critical endangered/Threatened or Vulnerable, is of International Value.	Clarity has been provided regarding classification of IEFs in the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0036_026_020623	S42	Email	17. Fish and shellfish ecology. Detailed comments. With reference to Table 8.10, please see comments above in paragraphs 15 & 16 regarding Importance of some fish species. For instance, species such as European eel and Basking shark both of which are on the IUCN red list should also be of International Importance. NRW (A) also note that for cod, it states that cod is not an important commercial species in the area. Cod stock in the Irish sea collapsed around the year 2000 and catches have been decreasing since so there has been very limited or no commercial fishing for the species. As such, NRW (A) do not consider a lack of commercial fishing to provide suitable justification for assigning cod as lower importance.	IEF defining criteria has been reviewed for Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1), noting NRW's comments. The status of the cod stock in the study area has been taken into account in the valuation of the receptors and the resulting impacts assessments.	No
Morg_0036_027_020623	S42	Email	18. Fish and shellfish ecology. Detailed comments. With reference to Table 8.14, NRW (A) note that the maximum design scenario for underwater noise is for 68 monopiles. However we note that the project description states that the array will either be of 68 x 16m diameter monopiles or 104 smaller wind turbine generators. While NRW (A) agree that larger monopiles may require higher hammer energy and may produce a larger spatial ensonified area, the total duration of piling may increase with the increase in number of piles. NRW (A) advise that this is clarified in the final Environmental Statement (ES) in order to ensure that a realistic worst case is assessed.	The MDS presented in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) has been updated to reflect the exclusion of monopiles from the project design.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_028_020623	S42	Email	19. Fish and shellfish ecology. Detailed comments. With reference to Table 8.16, this table includes implementing soft-start and ramp up as a primary measure to reduce the potential for impacts to fish and shellfish receptors. Soft-start and ramp up is also mentioned as a mitigation measure throughout the remainder of the assessment. While NRW (A) recognise that soft start and ramp up are standard practise in piling operations, NRW (A) are unaware of any evidence to support that soft-start and ramp up is effective to mitigate impulsive noise impact for fish. Furthermore, due to the lack of evidence to support fleeing behaviour, NRW (A) advised in the Environmental Working Group (EWG) that spawning fish are assessed as static (not fleeing) receptors. Consequently, NRW (A) advise that in the final ES assessment a realistic worst case scenario discounting soft-start and ramp up measures is presented.	As the soft-start and ramp up process will be engaged for marine mammal mitigation on the Morgan Generation Assets, it is therefore not considered appropriate to discount this in the underwater sound modelling to ensure a realistic scenario is presented. Soft starts also reduce the instantaneous sound entering the marine environment from background levels. It is acknowledged that some fish species will benefit from this measure, and others will not. Based on this, fish will be presented as both static and fleeing receptors in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), with the reality likely somewhere in-between the two. Fish will still be subject to all sounds present in the water column. As such the impacts on the fish of these phases have been modelled for both static and moving receptors.	No
Morg_0036_029_020623	S42	Email	20. Fish and shellfish ecology. Detailed comments. With reference to Section 8.8.2.2, although NRW (A) appreciate that the habitat loss/disturbance will be temporary, according to the Project description (p 18, Figure 3.13) offshore construction activity area is timetabled throughout Q4 year 1 to Q1 year 4 which is likely to mean some level of disturbance for over 2 ½ years within the array. Furthermore, as described in subsequent section 8.8.2.15, gravelly and sandy habitats, which are a large part of the array area, may take 5-10 years to recover. The combination of the disturbance of 2 ½ years along with the 5-10 years recovery period means that availability of the habitat will be affected for up to 10+ years, which is a much longer term impact than implied.	The Applicant notes your response. The impact assessment is presented in Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_030_020623	S42	Email	21. Fish and shellfish ecology. Detailed comments. With reference to Section 8.8.2.11, based on the above (paragraph 20) NRW (A) are unable to agree that the magnitude of the effect can be considered as low. In the final ES, we recommend that the amount of habitat loss disturbance is quantified in the context of the availability of similar habitat types in the wider fish and shellfish study area.	Noted, this approach would be based upon publicly available broadscale habitat data, which is generally of low accuracy, as it is not commercially feasible or practicable to undertake a large-scale assessment outside of the project area. Efforts have been made to quantify the proportional habitat loss based on broadscale data and the impact assessment is presented in Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_031_020623	S42	Email	22. Fish and shellfish ecology. Detailed comments. With reference to Section 8.8.2.33, NRW (A) note that the sensitivity of herring is 'downgraded' from medium/high to low based on the lack of suitable habitat in the array area. However, we advise that sensitivity should remain as high, and advise that availability of suitable habitat is better considered in scoring the magnitude of the impact. According to Table 8.11, low magnitude is defined as 'Some measurable change in attributes, quality or vulnerability, minor loss or alteration to (maybe more) key characteristics, features or elements'. As described above (paragraph 21), NRW (A) advise that in the final ES habitat loss is assessed as loss of suitable habitat (feature) within the array area as percentage of the availability of that feature in the wider fish and shellfish study area.	The magnitude of impact and sensitivity of herring and sandeel has been reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) to account for NRW's comments. The sensitivity of herring has been amended to high, and availability of suitable habitat has been discussed under the magnitude section of Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). This has included quantification of the impact relative to suitable habitats in the study area, although it should be noted that spawning and nursery habitat mapping is broadscale so these proportions should be interpreted with caution.	No
Morg_0036_032_020623	S42	Email	23. Fish and shellfish ecology. Detailed comments. With reference to Section 8.8.2.40, provided that the updated ES (based on the site specific surveys) does not significantly increase the impacted area of sandeel habitat, NRW (A) agrees with the overall significance of the impact to sandeel being assessed as minor adverse.	Thank you for this feedback; the 2022 data has been reviewed to determine any changes in baseline characterisation of sandeel in Volume 4, Annex 3.1: Fish and Shellfish Ecology Technical Report of the Environmental Statement (Document Reference F4.3.1), and the assessment significance of habitat loss in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_033_020623	S42	Email	24. Fish and shellfish ecology. Detailed comments. With reference to Section 8.8.2.41, as discussed above in paragraph 22, NRW (A) does not agree with 'downgrading' herring sensitivity to low. If assessed as medium/high with a low magnitude, based on the limited herring spawning habitat available in the context of herring spawning in the fish and shellfish	The sensitivity of herring has been amended to high in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			area, the resulting significance of effect would be minor or moderate adverse. NRW (A) advise that if in the final ES this approach is adopted, along with a qualitative expert assessment considering the available evidence, the final overall significance of effect on herring spawning habitat is likely to be low adverse and hence not significant in Environmental Impact Assessment (EIA) terms.	Reference F2.3) resulting in an effect of moderate adverse significance which is not significant in EIA terms.	
Morg_0036_034_020623	S42	Email	25. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. In this section it would be beneficial to include reference to the relevant tables and information presented in Volume 3, Underwater sound technical report. This would greatly aid the reader in crosschecking information.	Additional cross-referencing has been implemented between Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement (Document Reference F3.3.1), and the assessment of underwater sound impacts on fish and shellfish ecology in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_035_020623	S42	Email	26. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. In addition, throughout this section (and in the Underwater sound technical report), it is unclear whether the ranges presented are minimum, maximum or average distances. As can be seen from the maps with the noise contours overlaid, there is variation in the modelled ranges, and hence the contours are not circular. In addition, for key information, such as thresholds for death/injury, Temporary Threshold Shift (TTS) (and behavioural impacts, NRW (A) would advise that the area which is ensonified should be presented.	The ranges presented are based on the relationship between range and received sound level for all points on all transects, which is akin to an average however this is skewed more towards the maximum range. The ensonified areas for key thresholds are presented in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) and Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) where appropriate.	No
Morg_0036_036_020623	S42	Email	27. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. A large number of scenarios for piling are described using various metrics and assumptions, however it is difficult to discern which is the realistic worst case. Noise may act on fish IEF at various levels both directly through death/injury to fish in the ensonified area and indirectly through TTS, and masking of behavioural effects. The overall effects from all of these impacts have not been adequately assessed.	Additional clarity has been provided in the text in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) to clearly explain the scenario which underpins the assessment, and how the other materials presented feed into this.	No
Morg_0036_037_020623	S42	Email	28. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. NRW (A) note that in several places soft-start and ramp up procedures are included in the noise assessment. However, as detailed above in paragraph 19, we are not aware of any evidence of this being effective for fish, and furthermore NRW (and other key consultees) have advised in the EWG meetings that fish should be modelled as static receptors. NRW (A) strongly recommend that in the final ES impacts are only presented for fish as static receptors.	As the soft-start and ramp up process will be engaged for marine mammal mitigation on the Morgan Generation Assets, it is therefore not considered appropriate to discount this in the underwater sound modelling to ensure a realistic scenario is presented. Soft starts also reduce the instantaneous sound entering the marine environment from background levels. It is acknowledged that some fish species will benefit from this measure, and others will not. Based on this, fish will be presented as both static and fleeing receptors in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), with the reality likely somewhere in-between the two. Fish will still be subject to all sounds present in the water column. As such the impacts on the fish of these phases have been modelled for both static and moving receptors.	No
Morg_0036_038_020623	S42	Email	29. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. Finally, the assessment of impacts from underwater noise is furthermore obfuscated by not adhering to the assessment criteria adopted in other sections. Thus, the magnitude of the effect of underwater noise impact does not follow the definition from Table 5.4 of Volume 1, chapter 5: EIA methodology of the PEIR (or the ones in 8.11) to include the spatial extend of the impact. Rather the spatial extend of the impact is considered in the context of the sensitivity of the IEG, which according to the assessment methodology should be based on the receptor importance, vulnerability and recoverability only.	Tables defining the magnitude and sensitivity on receptors to underwater sound are included in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). They define magnitude and sensitivity specifically for marine mammal or fish and shellfish receptors and therefore will differ from the generic magnitude/sensitivity tables or tables that have been developed for other ecological receptors, or those included in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The assessment for those chapters aligns with the defined sensitivity and magnitude for those receptors.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_039_020623	S42	Email	30. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. NRW (A) recommend that for clarity in the final ES, one assessment for each species of particular interest (sandeel, cod and herring) is presented which shows each individual effect of noise (injury/death, TSS, behavioural effects and effects to eggs/larvae) and the resulting 'cumulative' or overall significance of the effect. This is particularly relevant to the subsequent assessments of inter-related and cumulative impacts on these IEG species.	Whilst the magnitude section of the assessment for underwater sound is applied to all species considered, the sensitivity and impact significance are described for each species separately, with particular focus on herring and cod. In addition, species specific summaries have been included as requested by NRW at the end of the sensitivity section, with particular focus on cod and herring, other marine fish species (including sandeel), shellfish and diadromous fish (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0036_040_020623	S42	Email	31. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. General comments. In conclusion, due to the limitations specified above (and further detailed below in paragraphs 52 & 53) NRW (A) are unable to agree with the conclusions of minor adverse effect to fish from underwater noise.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The project has concluded that there may be a significant effect on herring spawning for the project alone and on herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_041_020623	S42	Email	32. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.4, in this section the scenario of two vessels piling concurrently at 28.5 km distance is described, however it is not clear in the subsequent assessment (or from the Underwater sound technical report) where the impact from this scenario is presented.	The project design envelope has been refined since submission of the PEIR, and updated noise modelling has been undertaken. Concurrent piling ranges are presented in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement (Document Reference F3.3.1), indicating that the concurrent piling ranges are similar to single piling, therefore concurrent piling is not expected to significantly increase the impact level. Additional clarity has been provided in the text in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) to clearly explain the scenario which underpins the assessment.	No
Morg_0036_042_020623	S42	Email	33. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.7, please see comments above (paragraphs 19 & 28) relating to soft-start mitigation and fleeing behaviour.	As the soft-start and ramp up process will be engaged for marine mammal mitigation on the Morgan Generation Assets, it is therefore not considered appropriate to discount this in the underwater sound modelling to ensure a realistic scenario is presented. Soft starts also reduce the instantaneous sound entering the marine environment from background levels. It is acknowledged that some fish species will benefit from this measure, and others will not. Based on this, fish will be presented as both static and fleeing receptors in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), with the reality likely somewhere in-between the two. Fish will still be subject to all sounds present in the water column. As such the impacts on the fish of these phases have been modelled for both static and moving receptors.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_043_020623	S42	Email	34.Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.14, NRW (A) welcomes the stated intension to use of the Popper et al. (2014) guidelines but notes that in subsequent sections (Paragraph 47, Section 8.8.3.36 and paragraph 50, Section 8.8.3.43) they do not appear to have been consistently or clearly applied.	Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) has been drafted using the guidelines in Popper et al., 2014.	No
Morg_0036_044_020623	S42	Email	35. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.3.3.15 – 8.8.3.20, please see comments above (paragraphs 19, 28 & 33) relating to soft-start mitigation and fleeing behaviour.	It is acknowledged that soft start procedures are not beneficial for all fish receptors, however, as fish are such a broad group of organisms, it is likely that soft starts will benefit some more reactive species. It has been clarified throughout that soft start procedures may benefit some fish species. Further, given the high degree of variability within fish as a group in terms of responses, it is considered that some fish may respond to noise impacts by fleeing and some may not, therefore presenting and assessing impacts based upon both static and fleeing receptors is considered most appropriate to address a realistic range of scenarios.	No
Morg_0036_045_020623	S42	Email	36. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.15, this section states that the greatest realistic predicted injury ranges are the result of a single monopile scenario. NRW (A) note however, that this appears to contradict section 1.9.2.13 in the Underwater sound technical report which states that “For injury the Maximum Design Scenario (MDS) is considered to be that of two adjacent piles, separated by a distance of 1km due to the maximal overlap of sound propagation contours leading to the maximum generated sound levels.” NRW (A) advise that in the final ES it is made clear what constitutes the realistic worst-case scenario (with fish as static receptors) and the reasoning why explained. This should be based on the largest area ensonified to the relevant threshold, whether resulting from simultaneous piling at two spatially separate areas added together, or the enhanced field resulting from simultaneous piling at adjacent piles separated by 1km. To aid understanding it would be beneficial if this information on worst case noise contours was also presented in a mapped format.	Further clarity has been provided within the Environmental Statement regarding the Maximum Design Scenario applied for each impact and project phase. Additional mapping of contours from concurrent piling has been included in the Environmental Statement to provide further clarity (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_046_020623	S42	Email	37. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.16, it states in this section that stationary or passive eggs will likely be protected through scheduling of operational timing to avoid peak egg densities where possible, however this measure is not included as proposed. NRW (A) advise that in the final ES it is made clear whether timing restrictions for impact piling will be implemented, which species they apply to and the extent to which it will mitigate for effects to both spawning fish and developing eggs/larvae.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The project has concluded that there may be a significant effect on herring spawning for the project alone and on cod and herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. Timing restrictions will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent. The UWSMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_047_020623	S42	Email	38. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.16-8.8.3.17, these	Additional clarity has been provided in the text in section 3.9.3, Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			sections provide descriptions of the various ranges for Peak Sound Pressure Levels (SPLpeak) and cumulative Sound Energy Level (SELcum) however as described in the Popper et al. (2014) guidelines (page 34) “Since there is also concern for effects of multiple strikes where no single strike approaches the SPLpeak, the final step in the development of criteria is to define an SELcum which is based on the combination of SELss and number of strikes that would result in the onset of the lowest level of injury (RSI) that would be considered deleterious to the species of concern.” Based on this, the most appropriate metric to use as a threshold is SELcum as it takes into account the cumulative effects of strikes over the piling operation. However underwater sound modelling results are presented for both in SPLpeak (Table 8.18) and SELcum (Table 8.20 for fish as static receptors) and it is not clear which information is used going forward in assess the sensitivity of various IEG fish. As above for 8.8.3.15 (paragraph 36) NRW (A) advise that a realistic worst case is clearly identified and fully explained in the final ES.	(Document Reference F2.3) to clearly explain the scenario and metrics which underpin the assessment, and how the other materials presented feed into this. Fish mortality and injury ranges have been presented using both SPL and SELcum thresholds set out by Popper et al. (2014) with discussion of both these thresholds included in the accompanying text to account for the variability in responses to sound across the various fish species. As requested, both static and moving receptors have been modelled, noting that for some fish receptors the static assumption may be more relevant than a moving receptor.	
Morg_0036_048_020623	S42	Email	39. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.20–8.8.3.21, this section sets out ranges for TSS, as advised above (paragraph 36) it would be helpful if in the final ES the noise contours were also included in a map format for the worst-case scenario of concurrent piling, whether this is from piling adjacent or at two spatially separated locations.	Disturbance contours for both dose response and 143 dB re 1µPa (SELss) threshold have been presented where relevant (including worst-case scenario, concurrent piling).	No
Morg_0036_049_020623	S42	Email	40.Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.30, NRW (A) broadly welcomes the approach used to quantitatively assess behavioural effects of underwater noise on fish, in the absence of such thresholds in the Popper et al. (2014) guidelines. However, NRW (A) note that there is no table presenting this information nor is this scenario presented in the Underwater sound technical report. As discussed above for the ranges presented for mortality/injury above it is not clear why SPLpeak has been presented rather than SELcum, given that the impact is still from piling over several hours and so a cumulative effect is to be expected. NRW (A) recommend that in the final ES further information is provided on how and why the scenario for the 160 SPLpeak contours represents a realistic worst case.	Additional clarity has been provided in the text in section 3.9.3, Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) to clearly explain the scenario and metrics which underpin the assessment, and how the other materials presented feed into this. Mortality and injury ranges are presented for both SPL and SELcum thresholds, as recommended by Popper et al. (2014) to account for variability in fish responses to underwater sound. Section 3.9.3 also presents the behavioural effects of underwater sound on fish, with additional rationale presented for the use of the 160 dB SPLpk to inform the behavioural effects assessment presented. The use of this threshold as a guide is based on a number of studies of effects on fish behaviour, as set out and discussed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_050_020623	S42	Email	41. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.31-8.8.3.39, these sections describe the sensitivity of fish receptors to underwater noise and provide the quantified loss of habitat for sandeel, cod and herring as well as some references on the recoverability or vulnerability of the species. As described in NRW (A)’s general comments on underwater noise above (Section 1.3.2.2), NRW (A) advise that for clarity and consistency, the spatial extent of the impact is considered as the magnitude of effect, rather than being part of the sensitivity of receptor assessment.	The magnitude of impact and sensitivity of fish and shellfish receptors for the underwater sound impact assessment has been reviewed. The spatial extent of the impact of underwater sound on fish and shellfish receptors is considered with the magnitude of effect in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_051_020623	S42	Email	42.Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.31, the figure presented for behavioural effects for sandeel is 12.38% of available sandeel habitat in the fish and shellfish study area. NRW (A) advise that based on the definitions for magnitude this would represent a high or medium magnitude impact to sandeel. However, NRW (A) agree that sandeel are less sensitive (less vulnerable) to sound than fish in groups 3 and 4 and that they have high recoverability. Based on this and their importance it is realistic to score sandeel as low sensitivity overall for impacts from underwater noise.	Thank you for this feedback. The magnitude of impact and sensitivity of fish and shellfish receptors for the underwater sound impact assessment has been reviewed and presented within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_052_020623	S42	Email	43.Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.32, as above (paragraph 42) for sandeel NRW (A) advise that an impact to cod spawning habitat of 12.56% should be assessed as being of high to medium magnitude. NRW (A) note that the duration of piling may be short but unless timing restrictions are proposed there is a risk that piling could coincide with the spawning season. Cod are a group 3 fish and vocalise during spawning and are therefore of high vulnerability to underwater noise. Cod are listed as vulnerable on the IUCN list and as threatened under OSPAR, furthermore local cod stocks in the Irish sea are depleted. Consequently, NRW (A) advise that cod should be considered to be of low to medium recoverability making them overall of medium to high sensitivity to impacts from underwater sound.	Thank you for this feedback. The magnitude of impact and sensitivity of fish and shellfish receptors for the underwater sound impact assessment has been reviewed and presented within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The status of the cod stock in the study area has been taken into account in the valuation of the receptors and the resulting impacts assessments.	No
Morg_0036_053_020623	S42	Email	44. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.33 – 8.8.3.34, NRW (A) notes and agrees that herring should be considered of high vulnerability to impacts from underwater sounds. NRW (A) further note the proximity to known herring spawning grounds and strongly recommend that in the final ES the overlap between the modelled 160dB re 1µPa SPLpeak contour and herring spawning habitat is fully quantified on a clearly identified worst case scenario, to inform the magnitude of impact. NRW (A) note that similarly to the assessment for cod, effects are described as potentially being less due to the risk of overlap with herring spawning season, NRW (A) advise that in the final ES, unless timing restrictions are included as mitigation and conditioned as part of the Marine Licence, a significant risk remains that piling could affect spawning herring. Finally, NRW (A) note that no overall conclusion is apparent for sensitivity for herring. Based on herring being a group 4 fish of national importance and medium recoverability NRW (A) advise that herring are considered as of high sensitivity to impacts from underwater sound.	The assessment of impacts from underwater sound on herring has been reviewed for the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). The sensitivity of herring has been amended to high.	No
Morg_0036_054_020623	S42	Email	45. Fish and shellfish ecology. Detailed comments. Underwate noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.36, it is unclear why in this section the Popper et al. (2014) guidelines have not been referred to or which values have been used as the threshold for harm. NRW (A) also notes that there are overlaps with spawning habitat for several IEF (some also listed as SPI's) which have not been considered. Consideration should be given to the potential for overall effects to the population from a combination of injury/mortality, behavioural effects and loss of eggs/larvae. NRW (A) advise that in the final ES the metric used for assessing impacts to fish eggs/larvae is clarified and a clear and complete assessment is presented which will allow the overall effect on the receptor population to be considered.	Effects of piling on eggs and larvae (i.e. mortality and injury) have been considered in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (document number F2.3), with specific reference to the Popper et al., (2014) guidelines. Further, a summary of the sensitivity assessment is presented. It should be noted, that there is limited evidence on the effects of piling on fish eggs and larvae, although the best available evidence and industry best practice guidance has been used to support the assessment.	No
Morg_0036_055_020623	S42	Email	46. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.38 – 8.8.3.39, as described above (paragraphs 43 & 44) NRW (A) agree with the assessment of cod as being of medium sensitivity to underwater noise, however NRW (A) does not agree with herring as being assessed as of medium sensitivity.	Noted - the sensitivity classification of herring has been reviewed for the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0036_056_020623	S42	Email	47. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.40, please see comments above (paragraphs 19, 28, 33 & 35) relating to soft-start mitigation and fleeing behaviour.	It is acknowledged that soft start procedures are not beneficial for all fish receptors, however, as fish are such a broad group of organisms, it is likely that soft starts will benefit some more reactive species. It will be clarified throughout that soft start procedures may benefit some fish species. Further, given the high degree of variability within fish as a group in terms of responses, it is considered that some fish may respond to noise impacts by fleeing and some may not, therefore presenting and assessing impacts	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				based upon both static and fleeing receptors is considered most appropriate to address a realistic range of scenarios.	
Morg_0036_057_020623	S42	Email	48. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.43, it is unclear why in this section the Popper et al. (2014) guidelines have not been referred to or which values have been used as the threshold for harm. In these guidelines recommendations are made for the metrics and thresholds to be used based on a thorough review of the available evidence base. Metrics such as Root Mean Square (RMS), (which gives an average noise exposure) and thresholds based on fish behaviour in enclosed environments are cautioned against in the guidelines.	The assessment of diadromous fish has been reviewed and updated within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_058_020623	S42	Email	49. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.44 - NRW (A) note that the Piper et al. (2019) study was done on adult seaward migrating eels, rather than juveniles. European eels are most likely to be transient within the array area either as emigrating adult silver eels on their way to spawn in the Sargasso sea, or as recently metamorphosed juvenile glass eels migrating back to freshwater and coastal areas.	The assessment of European eel has been reviewed and updated within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_059_020623	S42	Email	50. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.45, although shad have been recorded in Liverpool Bay, NRW (A) are not aware of any rivers supporting allis or twaite spawning populations in North Wales. In addition, NRW (A) note that the migration period for shad are the time frames for the migration into rivers which supports spawning populations and therefore not the months during which shad may spend in the array area. In the final ES NRW (A) recommend that this is considered when assessing the magnitude of effect from underwater noise to the species.	The assessment of Shad has been reviewed and updated within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_060_020623	S42	Email	51.Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.47, NRW (A) advise that shad should be assessed as having high sensitivity to underwater noise, based on them having high vulnerability as group 4 hearing fish of national importance and with low to medium recoverability.	The sensitivity of herring for the underwater sound impact assessment has been reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) and shad have been upgraded to high sensitivity for mortality and injury.	No
Morg_0036_061_020623	S42	Email	52. Fish and shellfish ecology. Detailed comments. Underwate noise impacting fish and shellfish receptors. Detailed advice. With reference to Sections 8.8.3.59 – 8.8.3.61, these sections set out the significance of effects to marine fish. As described above, NRW (A) are unable to agree with the assessment. NRW (A) have provided detailed advice above (paragraphs 36, 37, 38, 39, 40, 44, 45, 50, 51) on how the final ES should be revised to address NRW (A)'s concerns.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Subsequently, the assessments have been reviewed and updated within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_062_020623	S42	Email	53. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.3.64, NRW (A) disagrees with the conclusions for cod and herring and advise that in the final ES mitigation to either control the noise through deployment of bubble curtains, or timing restrictions to avoid both species are implemented.	Noted. The assessment has been updated in line with revised sound modelling through a refined project design envelope. Where appropriate, mitigation measures have been recommended to reduce impacts. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	Yes
Morg_0036_063_020623	S42	Email	54. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.4.10, NRW (A) agree with the assessment that juvenile fish are more likely to be affected by habitat disturbance and an increase in SSC. Despite this and the large overlap with spawning and nursery habitats of some species, including spurdog, cod and flatfish, the significance of the effect to all marine species (Section 8.8.4.22) is assessed as being of minor adverse. In line with our comments made above (paragraphs 36, 38, 40,41, 44, 45 & 50), on assessing temporary habitat	The assessment of the impacts of increases SSCs and associated deposition have been reviewed Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			loss/disturbance NRW (A) advise that further consideration should be given to quantitatively assess impacts from SCC in the final ES.		
Morg_0036_064_020623	S42	Email	55. Fish and shellfish ecology. Detailed comments. Underwater noise impacting fish and shellfish receptors. Detailed advice. With reference to Section 8.8.4.16, NRW (A) note the proximity of the herring spawning grounds to the array area, however it is not clear whether the herring grounds falls within the ZOI (one tidal excursion) for SSC deposition.	Noted, this has been clarified in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_065_020623	S42	Email	56.Fish and shellfish ecology. Detailed comments. Section 8.10. Cumulative effects assessment. NRW (A) is of the opinion that given the very large spatial scale of the Morgan/Mona development, there is a potential risk of population scale effects, especially when considered in terms of synergistic and/or cumulative effects from other projects and pathways. As detailed above (paragraphs 43, 45, 50, 51, 52, 53, 54) NRW (A) do not agree with how some impacts have been assessed, nor with the final significance of effects from some impacts. Consequently, NRW (A) are also unable to agree overall with the assessment of cumulative impacts from the Morgan proposal.	The cumulative effects assessment has been reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_066_020623	S42	Email	57. Fish and shellfish ecology. Detailed comments. Section 8.10. Cumulative effects assessment. In particular, NRW (A) are concerned that the impacts from underwater noise when assessed in combination with other Tier 1 and 2 offshore wind farms only considers direct mortality and injury ranges, and behavioural effect at the qualitative high-level ranges. In the absence of a quantitative assessment for behaviour from Awel Y Mor, a scenario using areas/ranges for TSS could have been used to provide an indication of the risk of population scale affects. In addition, despite the advice from NRW (A) and several other key consultees that spawning fish, such as herring and cod should be considered as static receptors for noise, fleeing and reliance on soft start and ramp up procedures are still considered in the cumulative assessment	As the soft-start and ramp up process will be engaged for marine mammal mitigation on the Morgan Generation Assets, it is therefore not considered appropriate to discount this in the underwater sound modelling to ensure a realistic scenario is presented. Soft starts also reduce the instantaneous sound entering the marine environment from background levels. It is acknowledged that some fish species will benefit from this measure, and others will not. Based on this, fish will be presented as both static and fleeing receptors in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3), with the reality likely somewhere in-between the two. Fish will still be subject to all sounds present in the water column. As such the impacts on the fish of these phases have been modelled for both static and moving receptors.	No
Morg_0036_067_020623	S42	Email	58. Fish and shellfish ecology. Detailed comments. Section 8.10. Cumulative effects assessment. In terms of other project impacts, the cumulative temporary habitat loss /disturbance in the fish and shellfish study area from Mona/Morgan project, plus Tier 1 and 2 offshore wind farms projects can be estimated as ~217 km2 (Mona ~130 km2, Morgan 87 km2 and ~Awel y Mor ~10 km2). Despite this, impacts to fish species such as sandeel and herring which are substrate dependent is assessed as minor adverse effects based on effects being temporary. NRW (A) note however, that although the effect may be temporary, recovery could still take several years and all of the Offshore Wind Farms (OWF) have a narrow construction timeframe of 2026-2030 so impacts to fish are likely to happen either simultaneously or consecutively.	The cumulative effects of the impact of temporary habitat loss in the fish and shellfish study area have been reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statemen (Document Reference F2.3). The Morgan Project Design has been refined with considerable reductions in the maximum design scenario for temporary habitat loss from the PEIR. It should also be noted that the total habitat loss will not occur across the area, rather any disturbance to seabed sediments would only affect a small proportion of this area at one time, with recovery of the seabed and associated with populations occurring quickly following construction operations. The conclusions of the assessment remain at minor adverse significance of effect.	No
Morg_0036_068_020623	S42	Email	59. Fish and shellfish ecology. Detailed comments. Section 8.10. Cumulative effects assessment. NRW (A) strongly advise that in the final ES further consideration and assessment is made of the potentially large spatial and temporal cumulative population scale effects of direct disturbance to fish habitats in combination with indirect effects through underwater noise.	The cumulative effects of the impact of underwater sound and habitat disturbance have been reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0036_069_020623	S42	Email	60. Fish and shellfish ecology. Detailed comments. Section 8.12. As detailed above (paragraphs 43, 45, 50, 51, 52, 53, 54 & 56) NRW (A) do not agree with how some impacts have been assessed and with the final significance of effects from some impacts. Consequently, NRW (A) are also unable to agree overall with the assessment of Inter-related effects from the Morgan proposal.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Subsequently, the assessments have been reviewed and updated within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_070_020623	S42	Email	61. Fish and shellfish ecology. Detailed comments. Section 8.13. In addition to the above (summarised in paragraph 60), NRW (A) advise that in the final ES mitigation is considered to either control the noise through deployment of bubble curtains, or timing restrictions to avoid impacts to spawning fish from underwater noise.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. Appropriate mitigation measures have been considered where necessary following assessment of the impacts of underwater sound from pile driving based upon the revised modelling outputs in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3). The project has concluded that there may be a significant effect on herring spawning for the project alone and on cod and herring spawning cumulatively as a result of piling. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. Timing restrictions and noise abatement systems will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent. The UWSMS will be updated post-application, discussed and agreed with stakeholders.	Yes
Morg_0067_003_020623	S47	Email / Consult Online	The following comments are in reference to the Fish and Shellfish Ecology chapter of the PEIR, Volume 2, Chapter 8 and the Fish and Shellfish Ecology Technical Report, Volume 4, Annex 8.1	The Applicant notes your response.	No
Morg_0067_004_020623	S47	Email / Consult Online	Fish and shellfish ecology: A general concern within the technical report is the lack of site-specific data used to characterise the baseline environment for fish and shellfish. The only site-specific data used (presented in Table 1.2) were grab samples and drop-down video that were deployed for benthic characterisation studies. These data have then been used to characterise a baseline beyond the scope of what the data were collected for. The use of data from other wind farm assessments feeds into the cycle of non-site-specific data being used to characterise a baseline, these data are either dated (over a decade old) or from sites some considerable distance from the Morgan proposed area (65 km in one case).	The Applicant has used a detailed desktop study, coupled with site-specific information with regards to (anecdotal) observations and habitat classification; this ensures that characterisation is not based upon a snapshot of site specific fisheries sampling data which may not be considered reflective of the typical communities present, given the highly mobile nature of many marine fish and shellfish species. The incorporation of time-series data from annual stock assessment surveys for example supports the characterisation by presenting information re. spatio-temporal change (e.g. the NINEL data, NIGFS data, scallop stock assessment data). The use of long time-series data (such as from the NIGFS) also provides support to the continued validity of both Coull et al., 1998 and Ellis et al., 2012, along with data collected within the wider region at other offshore wind farm developments.	No
Morg_0067_005_020623	S47	Email / Consult Online	Fish and shellfish ecology: The reliance of offshore wind impact assessments on Coull et al., (1998) and Ellis et al., (2012) has been called into question in several of our responses to offshore developments. These data are over a decade old but seem to be used as a ‘gold standard’ to assess impacts on spawning and nursery grounds. If these data are to be used, Figures 1.4, 1.6 and 1.9 highlight the importance of the Morgan development area to gadoid, herring, plaice, and sole nursery grounds, all of which are shown to occur with high frequency in locations that overlap with the development area. However, the assessment of the impact on these species states that there will be “no likely effect” at worse, with no monitoring or mitigation suggested. This, in our opinion, calls into question the methodology used in the assessment. If there is an overlap of high intensity spawning/nursery areas, then surely some form of monitoring is needed to ensure there are no adverse effects on the ecology of these commercially important stocks. If such effects are found, mitigation would be needed. Having no form of mitigation for, or monitoring of these stocks is in contravention of NW-FISH 3 marine plan, that states “adverse impacts on essential fish habitat, including spawning, nursery and	The use of long time-series data (such as from the NIGFS) provides support to the continued validity of both Coull et al., 1998 and Ellis et al., 2012, along with data collected within the wider region at other offshore wind farm developments. The assessment has been reviewed based upon a refined design envelope, and where appropriate, monitoring and/or mitigation recommended.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			feeding grounds, and migratory routes, must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant".		
Morg_0067_006_020623	S47	Email / Consult Online	Fish and shellfish ecology: There is minimal site-specific and contemporary data used that can support the assessments made in this chapter. The use of data that is over a decade old in some cases, or from other developments beyond the assessment area (e.g. 65 km distant), is not acceptable when characterising a site-specific baseline	The baseline characterisation uses a number of information sources, including long term repeated regional survey effort and published literature to ensure a current baseline is provided. For species closely linked with the seabed, with well reported preferences for spawning ground substrate characteristics, the sediment composition data ensures an up-to-date characterisation on the potential for spawning within the area. The use of long time-series data (such as from the NIGFS) also provides support to the continued validity of studies such as Coull et al., 1998 and Ellis et al., 2012, along with data collected within the wider region at other offshore wind farm developments. Further information can be found in the baseline section of Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0067_007_020623	S47	Email / Consult Online	Fish and shellfish ecology: Data was analysed from monitoring projects of other OWF developments, however the methodology used for these monitoring projects (e.g., otter or beam trawl) is not the correct methodology for sampling receptors that the data have been used to assess (e.g., shellfish). This incorrect use of data, from inappropriate methodologies, should be accounted for when assessing impacts to receptors. Acknowledging the limitations in the data but ignoring such and using it as concrete evidence, with no precaution used, misinforms the assessment of the impacts. This is done throughout this chapter and questions the validity of the impacts assessed.	Additional information sources have been sought, where available, to support characterisation of data deficient species, such as shellfish. Scientific monitoring of data deficient stocks is improving all the time, and the use of the latest stock assessment data, in combination with landings values and anecdotal observations during benthic surveys are considered to form a robust assessment of the shellfish composition at the present time. Further information can be found in the baseline section of Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0067_008_020623	S47	Email / Consult Online	Fish and shellfish ecology: We acknowledge the difficulties with the lack of site-specific, contemporary data, but we would expect to see some element of precaution taken when assessing impacts to fish and shellfish ecology, specifically when advised through inappropriate methodologies.	The baseline characterisation uses a number of information sources, including long term repeated regional survey effort and published literature to ensure a current baseline is provided. For species closely linked with the seabed, with well reported preferences for spawning ground substrate characteristics, the sediment composition data ensures an up-to-date characterisation on the potential for spawning within the area. The use of long time-series data (such as from the NIGFS) also provides support to the continued validity of studies such as Coull et al., 1998 and Ellis et al., 2012, along with data collected within the wider region at other offshore wind farm developments. Further information can be found in the baseline section of Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0068_018_020623	S42	Email	2. Volume 2, chapter 8: fish and shellfish ecology: Table 8.29 and the following cumulative impacts section includes assessment against Tier 3 projects. The Isle of Man Offshore Wind Farm has not been included in this chapter.	The CEA includes this project within Tier 2, on the basis of the Scoping Report being released in October 2023. Refer to Volume 2 Chapter 3, Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	The Applicant has included data from ongoing environmental monitoring and survey programmes where available in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5). No future monitoring is considered for the Morgan Generation Assets given the level of certainty around the potential effects.	No
Morg_0087_024_020623	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	No significant effects have been concluded as a result of the Morgan Generation Assets, alone or cumulatively with other projects and so no monitoring has been proposed. It is concluded that there will be no significant cumulative effects on physical processes receptors from the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Morgan Generation Assets alongside other projects/plans. See Volume 2, Chapter 1: Physical processes of the Environmental Statement (Document Reference F2.1), which considers requirements for monitoring.	
Morg_0089_001_030623	S47	Email	The South Western Fish Producer Organisation Ltd (SWFPO) is a professional, officially recognised, membership body for commercial fishermen across the South of England and beyond, as far as NE and NW of Scotland. We support a highly productive catching sector, consisting of 48 vessels employing around 180 fishermen from the UK and abroad. 4 of these vessels are owned and operated by West Coast Sea Products Ltd who operate all/ part of their time in the Irish Sea, targeting King and Queen scallops. Our role is no longer focussed solely on the management of fishing opportunities, but to support a catching sector committed to the sustainable management of fish stocks in the waters around the UK and adjacent EU. Across everything we do, our aim is to secure a profitable, sustainable and thriving future for our fishermen, our fisheries and our oceans.	Noted, see responses below.	No
Morg_0089_002_030623	S47	Email	Many of the concerns regarding specific offshore elements of the Morgan offshore windfarm project relate to our response to the Mona offshore windfarm consultation. Our members fishing vessels dredge for Queen Scallops within the western extents of Morgan as has been previously communicated in earlier consultation events in 2022, and also via online Teams meetings. West Coast Sea Products Ltd Queen scallop VMS activity for 2022-23 fishing season is shown in the figure below in yellow; green VMS dots depict King scallop fishing activity. It is our members understanding from consultation with Marine Space and BP to date, that a portion of the western extents will remain undeveloped to enable their operations to continue. As stated in our response to the Mona project consultation, we would welcome further discussion with developers regarding micro siting of turbines and cable arrays.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan Generation Assets array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, as far as possible to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0089_003_030623	S47	Email	Further consideration of the aftermath of construction in the Morgan lease area is required to ensure sea bed conditions remain as they currently are. As previously communicated by our members, the area contains a high % of juvenile Queen scallops which results in the year on year successful recruitment into nearby areas. The last 2-3 years the Queen scallop stocks have been increasing and our members are currently experiencing a period of good recruitment and highly productive fishing.	Addressed as part of Fish and Shellfish Ecology (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement). The Applicant is working to facilitate coexistence and has committed to a number of measures to enable this including the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0089_004_030623	S47	Email	We have concerns about cable burial techniques that could be detrimental to the Queen Scallop habitat and could be a challenge to tow Queen Scallop gear over. We would urge that cable burial closely ties in with the surrounding gravelly substrate sea bed like for like, to remain conducive for Queen scallops.	Cable protection will be designed to minimise snagging hazards as far as possible. The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables. The cable burial plan will be secured through a condition in the marine licence.	Yes
Morg_0089_005_030623	S47	Email	1.3 Fish and shellfish ecology As stated in our response to Mona, we are not fully in agreement with much of the commentary contained within Volume 2, chapter 8: Fish and shellfish ecology. In particular, we can not agree with the statements in the impact assessment stating that the alteration of seabed sediments as a result of the cable and turbine works will have 'minor adverse' effects on the	The magnitude of impact and sensitivity of queen scallop to long term habitat loss was reviewed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Queen Scallop habitat. Alteration of some areas of the ground to rocky ground, worse case if rock dumping occurs, would remove sections of prime gravelly/sandy Queen Scallop habitat and later their behaviour significantly.		
Morg_0089_006_030623	S47	Email	Similar to our response to Mona project, the impact of cumulative developments at Mona and Morgan on Europe's most important Queen Scallop grounds remain unknown. Much of Morgan, to the southern central extents, are important nursery ground for Queen Scallops and construction works involving excavation, concreting, trenching and backfilling cable routes have the potential to have irreversible effects on recruitment of Queen Scallops into the area fished to the west in Morgan. Fishermen have already paid witness to other developments, such as the Isle of Man to Brighouse of Bay gas line installation, whereby fishermen believe the Queen Scallop habitat has never fully recovered 20+ years on. The Mona and Morgan proposals are on a far larger scale and cover the most important Queen Scallop grounds in Europe. Developers need to give full consideration to how they can mitigate as far as practically possible to avoid siting infrastructure directly on top of key habitat and fishing grounds.	Noted. Further evidence has been drawn into the assessment for the Environmental Statement to support discussion surrounding sensitivity of queen scallop. The Applicant has committed to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area.	No
Morg_0115_010_260423	S47	Online form Q1.2	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_011_260423	S47	Online form Q1.3	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0115_012_260423	S47	Online form Q1.4	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_013_260423	S47	Online form Q1.5	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sea life are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0137_011_120523	S47	Online form Q6	It will be detrimental to the ecology and wildlife in the area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0137_015_120523	S47	Online form Q1.3	The construction and maintenance of the structures would detrimentally impact the native fish and shellfish	A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0144_004_170523	S47	Online form Q1.3	Harmful to marine life you know this	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0179_003_310523	S47	Online form Q1.3	Disturbance and spoiling of such habitats	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4). Impacts to benthic ecology receptors have been fully assessed for all	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement.	
Morg_0180_008_010623	S47	Online form Q1.2	It is harmful for the ecology, as the plans are to put three projects in the same area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapters 2 to 5 of the Environmental Statement). Cumulative effects assessments have been undertaken for all topics for projects that temporally or spatially overlap with Morgan Generation Assets, as identified within Volume 3, Annex 5.1: CEA screening matrix of the Environmental Statement. A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0180_009_010623	S47	Online form Q1.3	See above, it will be a disaster for the fish and shellfish ecology.	A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)).	No
Morg_0180_018_010623	S47	Online form Q1.12	It will destroy the habitat of many animals and birds.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts. The assessment and conclusions are documented within Volume 2, Chapters 2 to 5 of the Environmental Statement. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2). Impacts to marine mammal receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	
Morg_0187_006_020623	S47	Online form Q1.3	Possible adverse affects [sic.] on fish and shellfish breeding during the construction of the wind farms	A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0209_005_070623	S47	Hardcopy form Q5	Not at this stage, the queenies collection of fish must be maintained to help the IoM fisheries	A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3).	No
Morg_0211_001_050723	S47	Email	I'm responding to the consultation extension you posted to the Northern Ireland Fish Producers' Organisation, thank you for sending it. We have 2 significant concerns –	The Applicant notes your response.	No
Morg_0211_002_050723	S47	Email	Have you any evidence to produce that supports your assertation that measures such as "piling soft-start" and "ramp up" has a negligible adverse significance?	Additional data sources have been incorporated where available into Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. It is acknowledged that soft start and ramp-up measures will benefit some fish species and not others.	No
Morg_0211_003_050723	S47	Email	The reference to spawning herring is disingenuous. Avoiding the greatest impact is not the same as avoiding a significant adverse impact. Nor is it appropriate to attempt to gloss over significant impacts by claiming to investigate measures you hope can provide mitigation. You either have an effective mitigation plan or you don't. If it is under investigation that means you	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The assessment Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement has been revisited. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			don't have an answer yet and you may not be able to achieve one. The report should reflect that more honestly.	project design information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will investigate options to manage underwater sound levels in order to reduce the magnitude for the project alone to a non-significant effect. The UWSMS will be updated post-application, discussed and agreed with stakeholders. The UWSMS is secured in the deemed marine licences in the draft DCO.	
Morg_0211_004_050723	S47	Email	That drilling and vibration has an impact on crustaceans is well documented. What mitigation measures do you propose to ensure your activity does not harm the stocks? It is simply incorrect to assume that timing of installation is the only relevant factor. How installation impacts shellfish is a much more important question.	The project design envelope has been refined since submission of the PEIR, and therefore the maximum design scenario. The assessment has been reviewed and updated where appropriate based upon the refined design parameters. Where appropriate and proportionate, mitigation measures and/or monitoring have been recommended, based upon the revised assessment outcomes. Assessment of underwater noise on crustacean and fish stocks has been assessed in Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement.	No
Morg_0211_005_050723	S47	Email	NIFPO does not consider that development of a Co-Existence and Liaison plan will provide any assurance that there will be negligible or minor adverse impacts. There is simply no evidence this will be the case. A commitment to explore potential for coexistence is not the same as an actual effective mitigation measure.	The Applicant is taking and will continue to take steps to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (Document Reference J10), which displays the various fisheries mitigation and management measures the Applicant has committed to. The potential impacts on commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement.	No
Morg_0211_006_050723	S47	Email	What examples of further mitigation, with regard to fishing, do you refer to in the Commercial Fisheries section of the PEIR?	The Mitigation and Monitoring Schedule has been submitted as part of the Morgan Generation Assets application (Document Reference J6). Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No
Morg_0211_007_050723	S47	Email	You assume displacement will only occur during the construction. It is the fishing industry's experience that displacement for trawling and dredging is usually permanent. Why does the report not acknowledge this?	The impact of displacement during all project phases (construction, operations and maintenance, and decommissioning) is assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. This is described further in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	
Morg_0211_008_050723	S47	Email	To assume operational range is the most important deciding factor when assessing the impact of displacement is naïve. Availability of alternate fishing opportunity and the impact of increased effort in other fisheries are much more important considerations. Just because a vessel can sail somewhere else doesn't mean that it will have access to fishing opportunity when it gets there.	As discussed with commercial fisheries stakeholders throughout the pre-application process, all aspects of the sensitivity of receptors have been taken into account in the impact assessment within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement.	No
Morg_0211_009_050723	S47	Email	The report claims a number of minor or negligible impacts when that simply isn't accurate. On behalf of the fishing industry I request an urgent meeting to discuss the report.	Consultation has been undertaken with commercial fishing organisations. These have included fish and shellfish ecology specialists to ensure alignment between the commercial fisheries and fish and shellfish ecology baselines and assessments, including consideration of commercial importance of IEFs when determination valuation of the relevant fish and shellfish ecology receptors. The project design envelope has also been refined since submission of the PEIR. The assessment has been reviewed and updated where appropriate based upon the refined design parameters and following feedback from statutory and non-statutory bodies. The Applicant considers the assessment to represent and assess the impacts in proportion to the project design. The potential impacts on commercial fisheries are considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement. Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No
Morg_0232_002_170523	S47	Email	What effect would offshore windfarms have on migratory birds and marine life? More research needed!	Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.4: Offshore Ornithology Migratory Bird CRM Technical Report of the Environmental Statement (Document Reference F4.5.4). Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3)). The EIA and mitigation measures relating to ecology are presented in:	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				- Volume 2, Chapter 2: Benthic Subtidal Ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement (Document Reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic Subtidal Ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	

D.24.9 Underwater sound table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0050_001_300523	S42	Email	Our position on offshore wind development. We support action to tackle climate change and recognise the serious threat to nature if action is not taken. However, we also face an ecological emergency with 41% of species in decline in the UK.1 There is an inextricable link between the climate and nature crises, which means efforts to solve one crisis will be futile if they do not also address the other. Consequently, fulfilling UK ambitions for energy infrastructure as a major decarbonisation pathway to limit climate change will fail if they do not achieve environmental protection, recovery, and enhancement of marine and onshore habitats, species, and carbon stores. The scale of OWF planned in the Irish Sea make makes it one of the most significant activities with the potential to impact on wildlife and ecology in our coastal waters and the wider Irish Sea, arguably second only to fishing. To realise the potential contribution of OWF to decarbonising the energy sector and helping to mitigate the worst impacts of climate change on society and nature, it must protect and support nature's recovery on land and at sea.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment, carried out to minimise and mitigate any potential adverse effect on receptors. The impact assessment carried out and presented in Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the Environmental Statement (Document Reference F2.2) aims to minimise and mitigate any potential adverse effect on benthic receptors. The potential benefits to benthic communities are also considered with regards to the potential for enhanced biodiversity due to colonisation of artificial structures. Impact assessments for construction, operations and decommissioning-related activities have been assessed, and, where appropriate, mitigation measures have been proposed. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_002_300523	S42	Email	Strategic coordination of energy generation and transmission infrastructure. The Wildlife Trusts (TWT), of which the NWWTs are members, have long advocated for greater strategic coordination in the planning, design, and delivery of offshore electricity generation together with the offshore and onshore electricity transmission infrastructure needed to distribute electricity generated offshore to where it is needed, to reduce environmental and consenting risks. To this end TWT is represented on the Offshore Transmission Network Review (OTNR) Expert Advisory Group and participates in strategic forums such as the Offshore Wind Evidence and Change (OWEC) Programme. We therefore welcome that the Morecambe and Morgan OWF have been scoped into the Pathways to 2030 Workstream under the OTNR and will therefore share transmission assets.	The Applicant notes your response.	No
Morg_0050_003_300523	S42	Email	Strategic compensation and enhancement. One opportunity of strategically planned offshore energy generation and electricity transmission infrastructure (including onshore elements) is for strategic approaches to compensating for residual environmental impacts that cannot be avoided or adequately mitigated. There is significant potential for such measures to have a greater overall positive impact on the environment and biodiversity and take compensation beyond the level of no net loss into achieving net positive effects. Whilst we recognise that Biodiversity Net Gain policies and delivery frameworks are more developed for terrestrial and intertidal habitats than they are for the marine environment, we would still expect Morgan OWF to aim to achieve an overall net positive impact on biodiversity and ecology in the marine environment. We ask that the Morgan offshore wind farm development commit to achieving net positive impacts on biodiversity and ecology in the marine environment and to seek to engage with relevant stakeholders to achieve that goal.	The project will commit to working with the SNCBs on this and keep a watching brief on any associated guidance that is produced. The Applicant notes your response. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_009_300523	S42	Email	Noise mitigation. We expect the assessment and proposed mitigation and management of underwater noise disturbance impacts on marine mammals during the construction, operation, and decommissioning of the proposed Morgan OWF will be carried out in accordance with guidance or any future guidance that might supersede it. A significant number of high noise-generating activities will take place in the Irish Sea during the survey and construction period for Morgan. Although there is currently no regulatory mechanism in place for managing the in-combination underwater noise impacts and the development will not need a Site Integrity Plan,	An outline Underwater sound management strategy is being submitted with the Application which will investigate options for further mitigation of underwater sound (Document Reference J13).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			it is vital that the applicant mitigates the noise impacts generated from the project as much as possible		
Morg_0052_048_310523	S42	Email	Volume 3, Annex 3.1: Underwater Sound Technical Report Minor Comments Table 1.10 provides a summary of the various sound sources and activities that will occur as a result of the wind farm development, during the pre-construction, construction, operational and maintenance (and decommissioning) phases. There will be a lot of noise generating activities occurring that have the potential to impact sensitive marine receptors. These sources and activities include various geophysical and geotechnical site investigations, impact pile driving of foundations for wind turbines and offshore substation platforms (OSPs), clearance of UXOs, cable laying activities, the presence of a range of construction and vessels. The MMO therefore considers that appropriate mitigation measures will be required where possible to reduce the risk of potential impacts on marine receptors.	Monopiles have been removed from the project design envelope since PEIR and the maximum number of turbines reduced from 107 to 96. The Underwater sound technical report has been updated and is presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement. An outline Underwater sound management strategy is being submitted with the Application which will investigate options for further mitigation of underwater sound (Document Reference J13).	Yes
Morg_0052_049_310523	S42	Email	Section 1.8.2.9 states that three modelling points were chosen: the Southmost boundary, the Northeast boundary, and the Northwest boundary of the Morgan Array Area. The predicted marine mammal effect ranges for a single monopile (based on the SELcum) are provided in Table 1.31. However, it is not clear what modelling location has been used to derive these predictions, the MMO recommend this be clarified.	Refinements to the Morgan Array Area have been made since PEIR submission and new modelling points have been selected. All points were modelled fully and contours derived for each, with the maximum taken forward to show the injury range results. The maximum was found to be the northern point. Updated model results and modelling points are illustrated in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement'	No
Morg_0052_050_310523	S42	Email	The MMO notes that the predictions for PTS look smaller than expected. The reported source level values at 750 metres (m) (Table 1.16) are high, so it is unclear how this translates to the PTS small effect ranges predicted, especially given the context of the long and energetic piling profile (as expected for such large piles) and some relatively precautionary fleeing assumptions (namely 2.3 metres per second (m/s) for low frequency Cetaceans). The MMO recommends that the PTS ranges be reviewed and justification added for why they are smaller than expected.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report.	No
Morg_0052_051_310523	S42	Email	Table 1.34 provides the predicted TTS ranges for fish (stationary receptor). Based on the modelled parameters presented in the assessment (and the marine mammal TTS prediction, and the SELss levels presented) the MMO would expect fish TTS ranges significantly larger than those reported. Additionally, larger ranges for mortality and recoverable injury in fish would be expected. The MMO recommends that the TTS ranges be reviewed and justification added for why they are smaller than expected.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0052_052_310523	S42	Email	The MMO recommends that the report includes a received level versus range curve or plot for a given transect.	It should be noted that there are no empirical data available for underwater sound levels due to the size of turbines proposed. Consequently, it is not possible to undertake more detailed sound modelling. However, taking into account the low sound levels likely to be produced by operational turbines, the Tougaard et al. (2020) method is considered to be appropriate and proportionate.	No
Morg_0052_053_310523	S42	Email	For the fleeing animal assumptions, the response has been approximated as moving directly away from the point on a line equidistant between the two sources. However, the MMO recommends mapping the area of PTS, rather than just calculating a particular range, for a selected fleeing direction (as has been done here).	The area has been mapped for disturbance calculations which will give an indication of the shape of the distribution. Given the number of scenarios, hammer energies, species groups and locations, this would result in dozens of plots which be of limited value. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0052_054_310523	S42	Email	Section 1.9.2.14 states that "If it is assumed that the animal returns to the area the resulting injury ranges will be the same as for concurrent piling". The MMO notes this largely depends	This does depend on the fleeing animal assumptions, however the two scenarios presented represent the worst case impact for injury. The	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			on the fleeing animal assumptions used in the assessment and on the separation distance between the piles.	underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	
Morg_0052_055_310523	S42	Email	Section 1.7.5 states that underwater sound from the operational wind turbine generators has been estimated based on the methodology presented in Tougaard et al. (2020). Tougaard et al. (2020) estimate the received sound level using a formula. The formula represents a statistical model that was used to assess the correlation between SPL and various parameters (distance, wind speed, turbine size). However, the MMO considers this not suitable for estimation of the source levels at 1m in a bespoke model, or as substitute for modelling the propagation loss to the far field.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The underwater sound modelling has been presented in Volume 3, Annex 3: Underwater sound technical report.	No
Morg_0052_056_310523	S42	Email	Several sources have been assessed including Multi-beam Echosounder (MBES), Side scan Sonar (SSS), SBES (Single Beam Echosounder), UHRS (Ultra-High Resolution Seismic) and SBP (Sub-Bottom Profiler). MBES surveys are thought to be less appropriate in shallower waters (less than 200m deep) as the higher frequencies typically used fall outside the hearing frequencies of cetaceans and the sounds produced are likely to weaken quicker than the lower frequencies used in deeper water (JNCC, 2017). Furthermore, Ruppel et al. (2022), in a recent review, propose four tiers of controlled active marine acoustic sources based on their impact on marine mammals. The MMO recommends that the JNCC guidelines (JNCC, 2017) for minimising the risk of injury to marine mammals from geophysical surveys are adopted.	It should be noted that there are no empirical data available for underwater sound levels due to the size of turbines proposed. Consequently, it is not possible to undertake more detailed sound modelling. However, taking into account the low sound levels likely to be produced by operational turbines, the Tougaard et al. (2020) method is considered to be appropriate and proportionate. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0052_057_310523	S42	Email	The MMO notes that some of the predicted impact ranges appear to be considerably large, and somewhat unrealistic. For instance, Table 1.60 predicts TTS ranges of greater than 54km for very high-frequency cetaceans. However, for all marine mammal species, a disturbance range of greater than 100km is predicted. The MMO recommends checking the predicted impact ranges, as some appear larger than evidenced; this may be due to a worst scenario approach, however this should be justified within the report.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report. The ranges presented for all metrics - PTS, TTS and behavioural effects - have been checked. The thresholds used for TTS and modelling of this metric are considered to be over precautionary and therefore are not carried forward to the marine mammal impact assessment. Disturbance ranges for behavioural effects are presented and used in assessment, rather than TTS ranges.	No
Morg_0052_058_310523	S42	Email	Disturbance thresholds are considered for marine mammals and fish. Section 1.5.5.25 applies the criteria in the Washington State Department of Transport Biological Assessment Preparation for Transport Projects Advanced Training Manual (WSDOT, 2011) for predicting the distances at which behavioural effects may occur due to sound from impulsive piling. However, the MMO considers that a threshold based on the sound pressure level root mean square (SPLrms) may not be the most appropriate or relevant for impulsive sources such as impact pile driving. Thresholds based on the peak sound pressure, or the single strike sound exposure level would be more appropriate for impulsive sounds.	The thresholds selected for each source are chosen based on the characteristics of each source, and therefore are as appropriate as possible.	No
Morg_0052_073_310523	S42	Email	135dB SELss threshold as a behavioural impact threshold for herring. A key aspect of the UWN modelling will be whether the range of noise impact is likely to overlap the herring spawning ground near the Isle of Man. The criteria for behavioural responses included in the Popper et al., (2014) guidelines are qualitative and broad by nature, however, qualitative behavioural criteria cannot be easily mathematically modelled to illustrate a range of impact. Therefore, the MMO does not recommend the use of qualitative guidelines to calculate the maximum spatial extent of likely behavioural impacts, and instead recommends the use of a suitable quantitative threshold, based on the best available evidence.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The underwater sound modelling has been presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0052_074_310523	S42	Email	For the purpose of modelling behavioural responses in herring at their spawning ground, a threshold of 135dB (SELss) is recommended as a conservative indicator of the risk of a behavioural response, especially for clupeid fishes such as herring. This 135dB threshold is based on research by Hawkins et al., (2014), who exposed wild schooling sprat to short sequences of repeated impulsive playback sounds at different sound pressure levels, to	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. Advice was sought on the suitability of the 135 dB re 1µPa2.s SELss (single strike Sound Exposure Level) metric as a behavioural threshold for underwater sound impacts on herring spawning	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			resemble that of a percussive pile driver. Observed behavioural responses included the break up of fish schools. The sound pressure levels to which the fish schools responded on 50% of the presentations were 163.2dB and 163dB, and as a result the concluded single strike sound exposure level was 135dB.	grounds for both the Morgan Generation Assets, and Mona Offshore Wind Project. Modelling has been carried out based upon both 135 dB SELss and 160 dB re 1µPa SPLpk thresholds. The outputs of which are presented in section 3.9.3. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	
Morg_0052_075_310523	S42	Email	The MMO recognises this is a conservative threshold as the Hawkins study was carried out in Lough Hyne, which is an enclosed, quiet coastal sea loch, where fish were not accustomed to heavy disturbance from shipping and other sounds (Hawkins et al., 2014). However, sprat are a clupeid species, closely related and anatomically similar to herring, and similarly sensitive to underwater sound (sprats also possess a swim bladder involved in hearing). Given an absence of other peer-reviewed empirical evidence of behavioural responses in clupeid fishes to support an alternative threshold for impulsive noise, Hawkins et al., (2014) is currently considered the best available scientific evidence, and as such 135dB is deemed an appropriate threshold for modelling behavioural responses. The MMO would be willing to consider the use of an alternative quantitative threshold for modelling behavioural responses in herring (or a similar clupeid fish), should the report provide a suitable, peer-reviewed literature, as evidence.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0052_076_310523	S42	Email	It is accurate that the 135dB SELss threshold was determined based on sprat schooling in the water column rather than sprat (or herring) engaged in spawning. However, there is little empirical evidence to indicate how herring (or sprat) engaged in spawning activity may respond to impulsive piling noise. In the absence of appropriate, empirical evidence indicating that herring will continue to spawn when subject to significant UWN disturbance, a precautionary approach, based on the best available, peer-reviewed evidence, should be adopted (ICES, 2003, 2015, 2018). For the reasons given above, the MMO considers that the 135dB (as per Hawkins et al., 2014) is a precautionary, but appropriate threshold for the purpose of modelling behavioural responses in herring at their spawning ground.	Reference is included to the 135dB SELss contour (with caveats as advised by the authors) alongside other threshold values in the Environmental Statement. The full results of the underwater sound modelling are presented in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0065_180_020623	S42	Email	Marine Mammals 1.6.1.14 It is proposed that potential transboundary impacts to marine mammals and their nature conservation interests are screened into the EIA process. A transboundary assessment has been completed and is included in volume 2, chapter 9: Marine mammals of the PEIR. Potential impacts to European Sites with marine mammals as a qualifying feature will be assessed within the draft HRA. NOTED, but the Isle of Man Government requests that the potential impacts IS NOT LIMITED to European Sites, as this assumes current or prior EU member status and designation. By definition, transboundary effects cannot assume that designations are the same either side of the boundary, and therefore Isle of Man marine conservation designations, for example Marine Nature Reserves (under the wildlife Act 1990) need to be treated as equivalent, or clearly justified as to why they are not. The Isle of Man is a signatory to various international treaties and conventions, via the UK and, as such, has its own jurisdictional responsibilities. This comment is also relevant to those made in respect of the Marine Mammals chapters.	The Applicant notes your response. The Isle of Man Marine Nature Reserves have been considered as part of the assessment, see Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4)	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases:	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			• Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.		
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: NEOffshoreWindStrategicSolutions@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor is evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	No
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical process chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic subtidal ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_111_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology; Volume 2, chapter 9: Marine Mammals; Volume 3, Appendix 3.1 Underwater Sound Technical Report Vol 2, ch 9 Natural England agree that all relevant marine mammal receptors have been identified. N/A	The Applicant notes your response.	No
Morg_0066_112_020623	S42	Email	Vol 2, ch 9 Table 9.5 Natural England notes that a qualitative assessment, looking at grey seal movements between established haul outs and the Morgan Generation Assets will be incorporated into the Environmental Statement. N/A	A qualitative assessment, looking at grey seal movements between established haul outs and the Morgan Offshore Wind Project: Generation Assets has been incorporated in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0066_113_020623	S42	Email	Vol 2, ch 9 Table 9.6 Inclusion of survey data from Mona and Morecambe aerial surveys in the list of datasets informing the baseline would be welcomed. Include survey data from Morecambe and Mona aerial surveys.	Relevant survey data which is available in the public domain for all relevant projects (including Mona and Morecambe) have been included in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement.	No
Morg_0066_114_020623	S42	Email	Vol 2, ch 9 Table 9.8 Information on grey seals is wrongly included in the section on harbour seals. Correction required.	Text updated to ensure correct species references in correct section, see Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0066_115_020623	S42	Email	Vol 2, ch 9 Table 9.16 Natural England advise that bubble curtains are included in the list of possible mitigation	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			measures and considered in the MMMP. Other mitigation measures such as piling methods and timing of piling should also be considered. Include bubble curtains in the list of possible tertiary mitigation measures as well as other piling methods and timing of piling.	Generation Assets project design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy, an outline of which has been submitted with the application for consent (Underwater sound management strategy (Document Reference J13)) with a more detailed marine mammal mitigation protocol (Document Reference J17). The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	
Morg_0066_116_020623	S42	Email	Vol 2, ch 9 Table 9.16 Natural England do not support the use of soft start charges for UXO clearance. To note.	A Marine mammal mitigation protocol will be developed post-consent, in line with latest guidance, an outline of this plan has been included with the Application (Document Reference J17). Modelling for underwater sound has been undertaken without the use of soft start charges, see Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0066_117_020623	S42	Email	Vol 2, ch 9, 9.8.3.29 Natural England do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment. The 30min ADD duration has not been agreed with SNCBs, and its inclusion obscures the true worst-case scenario that the assessment must be based on. The predicted impact ranges for PTS without ADDs should be used to determine the appropriate duration of ADD, with the purpose to deter marine mammals from the full extent of the PTS zone (accounting for species-specific fleeing speeds), as well as other suitable mitigation measures. In this instance, 20m range is used to estimate number of harbour porpoises that could be injured as a result of piling. Natural England thus strongly advise that the submitted ES considers the predicted PTS ranges without 30min ADD. Base assessment on the underwater noise modelling without ADDs, and revise any assessment that is based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. ADDs have been included as part of the Outline Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage, an outline of the MMMP has been included with the Application (Document Reference J17).	No
Morg_0066_118_020623	S42	Email	Vol 2, ch 9, 9.8.3.31 Natural England do not agree that assigned magnitude low is appropriate for PTS, as it is irreversible injury. As per magnitude definition (Table 9.11 “the impact would lead to permanent effects on individuals”), a more appropriate score would medium. Revise assigned magnitude score for auditory injury.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_119_020623	S42	Email	Vol 2, ch 9, 9.8.3.34 - 36 As per our comment above, Natural England do not agree that the impact ranges predicted	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			with the use of 30min ADDs should be taken forward to the assessment. The predicted PTS range without ADD should be the basis for the assessment. Thus this section needs to be revised accordingly as well as the assigned magnitude score. Base assessment on the underwater noise modelling without ADDs.	using ADD as a tool in the mitigation strategy. ADDs have been included as part of the Outline Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage, an outline of the MMMP has been included with the Application (Document Reference J17)	
Morg_0066_120_020623	S42	Email	Vol 2, ch 9, 9.8.3.46 Considering the size of the area within the 140dB contour (figure 9.5), Natural England do not agree with the statement “that a small number of individuals from these SAC populations may be occasionally present within the disturbance contours”. Consider rewording this statement to avoid underestimating the presence of individuals from these SAC populations	Whilst not directly within the region of disturbance mapped, given that harbour porpoise can travel over large distances, there is a possibility that individuals from these designated populations may be occasionally present within the mapped disturbance contours. The Cardigan Bay population has been estimated to consist of around 125 individuals (JNCC, 2022), with inshore areas being used for both feeding and reproduction and given that bottlenose dolphin can travel over large distances, there is a possibility that individuals from these SAC populations may be occasionally present within the disturbance contours. The statement in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revised and avoids underestimating the presence of individuals from these SAC populations.	No
Morg_0066_121_020623	S42	Email	Vol 2, ch 9, 9.8.3.47-48 Natural England note that iPCoD modelling was conducted for time intervals of 2, 7, 13, 19 and 25 years (para 9.8.3.15), however only 25 years predictions are presented here. Natural England advise that the results are presented for shorter periods alongside 25 years, and that those periods are also considered in the assessment. Present iPCoD modelling results for shorter periods of time.	Appendix A of Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (iPCoD modelling report) presents data at shorter periods alongside 25 years.	No
Morg_0066_122_020623	S42	Email	Vol 2, ch 9, 9.8.3.44 In order to establish what % of the reference population (Management Unit) classes as significant, appropriate thresholds should be defined. Define appropriate thresholds for % of reference population predicted to be impacted by an activity, to aid assessment of the appropriate level of magnitude.	There is insufficient evidence to define what % of a reference population impacted classes as significant. Tougaars et al., 2021 state "Even though the fundamental mechanisms underlying the way disturbance affects the energetic state of individuals are well known, the knowledge about the fundamental input parameters to the models are most often the limiting factor ... which means that it is not yet possible to use the models to accurately predict effects of acoustic disturbances and thereby provide guidance on the most central question: “when are animals disturbed enough to cause population level effects” (National Research Council, 2005)." Any applied thresholds would need to align with guidance. iPCoD modelling however has been applied in line with guidance in order to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				provide a robust assessment of likely trajectory of populations. Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4).	
Morg_0066_123_020623	S42	Email	Vol 2, ch 9, 9.8.3.35-124 and 9.8.3.125-135 Natural England agree with the assigned sensitivity score for all receptors for Auditory injury and Behaviour disturbance. However, the significance of the effect sections need to be revised (where relevant) upon the consideration of impact ranges without 30min ADD as the basis for the magnitude scores. Please see the comment above. Revised the significance of the effects sections, taking into consideration our comments on the assigned magnitude scores.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment. The assessment presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy.	No
Morg_0066_124_020623	S42	Email	Vol 2, ch 9, 9.8.4.10 Although the correct methodology has been applied here using the appropriate species densities, it does not take into the account the ecology of the gregarious species (i.e. their group size) and thus not constitute the true worst-case scenario. This approach has resulted in estimates that the maximum number of individuals that could be potentially injured is no more than one. However, knowing that bottlenose dolphin, short-beaked common dolphin and Risso's dolphin are highly social species living in medium to large groups and are very rarely solitary, their average group size should be considered here. The relevant literature on group sizes of these three species in the region should be consulted to estimate more precautionary but more ecologically relevant number of animals that could be potential injured by UXO clearance if present within the estimated PTS impact range.	Whilst there are other methods to represent density (such as likelihood of encounter) the approach taken in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement is to use an average density across all cells for the study area, multiplied by the area of effect to give the number of animals impacted. These average densities are derived from data which accounts for group size and therefore to multiply by assumptions for group size would risk double counting animals.	No
Morg_0066_125_020623	S42	Email	Vol 2, ch 9, 9.8.4.18 Natural England view the assigned magnitude scores for PTS caused by UXO clearance as too low considering the potential severity of the impact. Thus we advise that more precautionary approach is applied here. Revise the magnitude scores for UXO injury.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_126_020623	S42	Email	Vol 2, ch 9, Table 9.36 The disturbance ranges for cable trenching and survey/support vessels are quite large (18km and 21km respectively), thus this needs to be addressed in the assessment. Address the large impact ranges for survey/support and cable trenching vessels.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_127_020623	S42	Email	Vol 2, ch 9, 9.8.7.16-17 Limited availability of information should not preclude application of precautionary approach especially given the predicted ranges of 55km for vibro coring and 17.3km for Sub-Bottom Profilers (SPB). Thus, magnitude of the impact should be revised. Revise the magnitude of impact for disturbance for during geophysical and geotechnical site investigation surveys	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_128_020623	S42	Email	Vol 2, ch 9, 9.9.1 Natural England recommend application of the tiered approach for cumulative assessment as outlined in the Best Practice Guidelines Phase III. Refer to Natural England Best Practice Guidelines Phase III.	The CEA in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents an assessment based on the tiered approach. This is aligned with the Planning Inspectorate Advice Note 17.	No
Morg_0066_129_020623	S42	Email	Vol 2, ch 9, 9.10.1 The above comments should be taken forward to cumulative assessment and where relevant, the assessment should be revised accordingly. See previous comments (i.e. iPCoD modelling, thresholds for % of reference population, assessment without 30min ADD, appropriate magnitude scores for PTS) and revise the assessment where relevant.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_130_020623	S42	Email	Vol 2, ch 9, 9.12 Natural England agree with the statement that the inter-related effects have potential to create a more significant effect on a receptor than if just assessed in isolation. Thus, this assessment needs to be given the appropriate credence and the outcomes of the inter-related effects assessment should be presented here. Include the outcomes of the inter-related effects assessment in this report. In particular, the inter-related effects from disturbance should be assessed adequately.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment. The full inter-related effects assessment is presented in Volume 2, Chapter 11: Inter-related Effects (offshore) of the Environmental Statement	No
Morg_0066_131_020623	S42	Email	Vol 3, annex 3.1, 1.7.3.1 The JNCC (2017) guidelines should be followed when undertaking any pre- construction geo physical surveys. To note. JNCC guidelines for minimising the risk of injury to marine mammals from geophysical surveys < - (hyperlink)	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance, including the JNCC guidelines for minimising the risk of injury to marine mammals from geophysical surveys. The sources presented in the Underwater Sound Technical Report are chosen to be representative examples, as the exact sources used will be selected during a later planning stage. The sources are chosen to be a worst case indicative source (in both sound level and frequency).	No
Morg_0066_132_020623	S42	Email	Vol 3, annex 3.1, 1.7.3.14, 1.7.3.17, Table 1.15, Table 1.28 For reference, Natural England considers that there is insufficient evidence to demonstrate noise reduction from ‘low yield’ clearance of UXOs. Consider amending report to reflect limited evidence available.	We are in agreement that there is limited evidence available at this stage. The assessment is based on source level modelling undertaken for charge sizes that would typically be used to clear UXO via low yield clearance. Results for UXO modelling have been presented for all charge weights in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0066_133_020623	S42	Email	Vol 3, annex 3.1, Table 1.16 It is unclear which source levels from table 1.16 have been used in the modelling. The ‘50% penetration’ (monopiles) and ‘pile head flush with sea surface’ (pin piles) have higher source levels than the final penetrations. The worst-case source levels should be used in the modelling of the monopiles and pin piles.	This is true and was designed to demonstrate how the source level varies through the piling process, based purely on the penetration depth for the same hammer energy. This has been used to develop a source model for pin piles which accounts for the submersible piling rig, and therefore accounts for the percentage of the pile exposed to the water column as the pile is driven into the seabed.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_134_020623	S42	Email	Vol 3, annex 3.1, 1.7.4.11 Final ADD duration will be determined post- consent, and therefore Natural England do not agree to including 30 minutes ADD duration at this stage. The assessment needs to be based on the modelling scenarios with no ADD to represent the worst case scenario, based on which the appropriate ADD duration can be determined. Modelling without ADDs should be presented and taken forward to the assessment.	The modelling has been undertaken with and without ADDs. ADDs have been included as part of the Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs.	No
Morg_0066_135_020623	S42	Email	Vol 3, annex 3.1, 1.8.2 Natural England defer to Cefas as the underwater noise experts on the suitability of the propagation modelling approach used in the report. To note.	The Applicant notes your response.	No
Morg_0066_136_020623	S42	Email	Vol 3, annex 3.1, 1.8.2.9 Natural England note that the propagation and sound exposure calculations were conducted over a range of locations based on the extremities of the Project area and proximity to the various Special Areas of Conservation (SACs). Three locations are mentioned here and in Figure 1.12, but it is not clear in this report which of these has been used for the single/consecutive/concurrent modelling and whether the worst-case scenario is being presented. Clarification needed.	Refinements to the Morgan Array Area have been made since PEIR submission and new modelling points have been selected. All points were modelled fully and contours derived for each, with the maximum taken forward to show the injury range results. The maximum was found to be the northern point. Updated model results and modelling points are illustrated in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0066_137_020623	S42	Email	Vol 3, annex 3.1, Table 1.25 The swim speeds used in the model are higher (1.52 m/s) than recommended for the dolphin species in best practice guidance (1.5m/s). However Natural England do not determine this slight increase to be a significant issue in this instance. The swim speeds used in the model for minke whale are less than the recommended 3.25 m/s however as this is a more precautionary approach Natural England are in support of this. Refer to Natural England Best Practice document - Phase III - Expectations for data analysis and presentation at examination.	The Applicant notes your response. These swim speeds have been carried forward to the modelling presented in the Environmental Statement.	No
Morg_0066_138_020623	S42	Email	Vol 3, annex 3.1, Table 1.27 The geotechnical activities ‘Cone Penetration Testing’ and ‘Vibro-Coring’ have the potential to cause PTS injury to marine mammals. Natural England advise that mitigation is applied to reduce the risk of injury when using this equipment. Consider suitable mitigation for these activities.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance. An outline underwater sound management strategy is being submitted with the application for consent which will investigate options for further mitigation of underwater sound (Document Reference J.13).	No
Morg_0066_139_020623	S42	Email	Vol 3, annex 3.1, 1.8.5 The source levels used for each scenario of the UXO clearance modelling have not been presented.	Results for UXO modelling has been presented for all charge weights in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Include source levels used in the UXO clearance modelling in a table for reference.		
Morg_0066_140_020623	S42	Email	Vol 3, annex 3.1, Table 1.29 and Table 1.30 The impact ranges for the donor charges and the impact ranges for the explosion clearance have been separated into different tables for the high order UXO scenarios. These should be combined to be representative of a complete high order UXO clearance event. Present the combined PTS/TTS impact ranges for the higher order UXO explosion plus the donor charge.	Combining the largest donor charge to the smallest high order disposal (i.e. the greatest proportional increase) results in an increased injury range of approximately 40 m (825 to 860 m). It is therefore considered that this is inconsequential when considering the range of impact of the high order explosion.	No
Morg_0066_141_020623	S42	Email	Vol 3, annex 3.1, Table 1.30 The SEL PTS impact ranges for the 907kg UXO high order explosion look quite low for LF and PCW. Natural England defer to Cefas as the underwater noise experts to appraise the modelled ranges and advise whether they are appropriate. Defer to Cefas.	The Applicant notes your response. Ranges have been calculated using best available techniques. These masses have been carried forward to the Environmental Statement.	No
Morg_0066_142_020623	S42	Email	Vol 3, annex 3.1, Table 1.37, Table 1.42, Table 1.45 Natural England query High Frequency (HF) and Phocid Carnivores in Water (PCW) species having 'No exceedance' of SEL PTS injury thresholds in all scenarios? Natural England defer to Cefas as the underwater noise experts to check the modelled ranges and advise whether they are appropriate. Defer to Cefas	The Applicant notes your response. All values have been updated in line with the changes to the pile design for the DCO. This includes the removal of monopiles, increases in piling energy and in piling duration.	No
Morg_0066_143_020623	S42	Email	Vol 3, annex 3.1, Table 1.56 Cable trenching has a large disturbance range (18km). Suitable mitigation should be considered. Consider suitable mitigation measures.	An outline underwater sound management strategy is being submitted with the application for consent which will investigate options for further mitigation of underwater sound (Document Reference J13).	No
Morg_0066_144_020623	S42	Email	Vol 3, annex 3.1, Table 1.60 The PTS impact range for jet cutting for Very High Frequency (VHF) cetaceans is almost 2km and the disturbance is predicted to be >100km. It is not clear has this been modelled assuming a static animal (remaining in one place for 24 hours) or using a fleeing animal. Natural England note that if this has been modelled using a static animal then the ranges are likely to be an overestimation. However, if these impact ranges are modelled using a fleeing animal, mitigation should be applied to avoid PTS injury. Clarify whether the impact ranges for jet cutting have been modelled using a static or a fleeing animal. If the ranges presented are for a fleeing animal Natural England advise that mitigation is applied to avoid PTS injury for VHF cetaceans.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance. Jet cutting was removed from the assessment following refinements to the project design.	No
Morg_0066_145_020623	S42	Email	Vol 3, annex 3.1, Table 1.64 Numbers presented in these summary tables do not match the maximum PTS ranges presented in earlier tables.	All values have changed with the changes to modelling parameters for the assessment, however this table represents the maximum between peak and cumulative SEL so will not match any single table within the body of the report (see Volume 3, Annex 3.1: Underwater sound technical report).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Corrections needed		
Morg_0066_146_020623	S42	Email	Vol 3, annex 3.1 Natural England note that dose response curves have been used to assess behavioural impacts however there seems to be a discrepancy between documents. This report states that Russell (2016) has been used to for the dose response curve for seals while the Volume 2, Chapter 9: Marine Mammals state that Whyte et al (2020) has been used. Natural England best practice document recommends Whyte et al (2020) as the preferred reference. Refer to Natural England Best Practice document - Phase III - Expectations for data analysis and presentation at examination.	Whyte et al., 2020 for dose response for seals were used in the PEIR to assess behavioural impacts. Volume 2, Chapter 4: Marine mammals of the Environmental Statement also applies Whyte et al., 2020 for dose response for seals. The author notes that the language around this has resulted in confusion and therefore associated text has been checked and amended as necessary.	No
Morg_0066_147_020623	S42	Email	Vol 3, annex 3.1 There are discrepancies between figures quoted in this document and those in Volume 2, Chapter 9: Marine Mammals. For example, concurrent piling scenario separation distance stated here are 1km and 25km, while distances in the Marine Mammal chapter are 980m and 28.5km; duration of piling for jacket here is 8hrs and 1 min and in marine mammal chapter is 8 hrs and 2 min. Natural England recommends that both documents are checked thoroughly for consistency. Correct inconsistency in figures stated in this report and Volume 2, chapter 9: Marine Mammals.	The parameters for the Morgan generation Assets have been refined post PEIR and the assessments updated. Volume 2, Chapter 4: Marine Mammals of the Environmental Statement and Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement have been aligned throughout.	No
Morg_0066_148_020623	S42	Email	Vol 3, annex 3.1, Appendix A Report no. 22-121-128-01-02 (Rev.02) Natural England defer to Cefas as the underwater noise experts on the suitability of the source level modelling approach used in this report. To note	The Applicant notes your response.	No
Morg_0036_158_020623	S42	Email	149. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). With reference to 1.5.5.13 – 1.5.5.14, Section 1.5.5 – Impulsive sound, pg 9, uncertainty and variability in the onset of disturbance does not preclude the need to draw conclusions on which to base an assessment even if these are precautionary. The rationale for taking a precautionary approach is to ensure confidence that no adverse or significant effect will occur under the worst case scenario, thus covering all situations. NRW (A) recommend that similar statements be included in the final application.	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_159_020623	S42	Email	150. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). Please see paragraph 102 regarding thresholds for disturbance, and paragraph 103 with reference to fixed noise thresholds.	We note NRW comment on fixed thresholds vs dose-response and highlight that the Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_160_020623	S42	Email	151. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). As discussed in detail in Southall (2021) and Tyack and Thomas (2019), responses to disturbance in nature tend to be probabilistic. Differences between species, among individuals, across situational contexts, and with the temporal and spatial scales over which exposures occur lead to variability in the probability and severity of behavioural responses. This means that in the wild, individuals do not always react to sound levels at or greater than the fixed noise thresholds, but	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			also can and do react to sound levels that are lower than the fixed noise threshold. This is very clearly illustrated in dose response curves which show the probability of a behavioural reaction against different sound levels. Indeed, fixed noise thresholds are known to underestimate the number of disturbed animals vs a D/R curve. Tyack & Thomas (2019) demonstrated that using a fixed noise threshold, can underestimate effects by a factor of 280 versus a dose-response function.		
Morg_0036_161_020623	S42	Email	152. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). Thus it is incorrect and potentially misleading to argue the above unless within the context of a full review of the pros and cons of different methods to assess behavioural disturbance, and variability of behavioural reactions in the wild. The language used here appears to suggest that the conclusions made on the number of animals impacted should in reality be revised downwards but does not provide quantification of the levels of uncertainty.	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_162_020623	S42	Email	153.Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Further assessment required to support conclusions - Add duration (issue 10). With reference to 1.7.4.11 Section 1.7.4 Construction Phase Impact Piling, pg 18, as mentioned in paragraph 71, NRW (A) do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment. The 30min ADD duration has not been agreed with SNCBs, and its inclusion obscures the true worst-case scenario that our assessment must be based on. The predicted impact ranges for PTS without ADDs should be used to determine the appropriate duration of ADD with the purpose to deter marine mammals from the full extent of the PTS zone (taking into account the species-specific fleeing speeds) as well as other suitable mitigation measures. Final ADD duration will be determined post-consent and therefore NRW (A) cannot agree to a 30 minute ADD duration at this stage	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage, an outline of the MMMP has been included with the Application (Document Reference J17).	No
Morg_0036_163_020623	S42	Email	154. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Further assessment required to support conclusions - Add duration (issue 10). The applicant should base assessment on the underwater noise modelling without ADDs and revise any assessments, including cumulative and HRA, that is based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage and an outline of the MMMP has been included with the Application (Document Reference J17).	No
Morg_0036_164_020623	S42	Email	155. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding noise (issue 3). With reference to 1.8.2.11 & 1.8.2.13, Section 1.8.2 – Modelling approach, pg 25,	This is addressed in the responses to those comments.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			please see the following paragraphs: • paragraph 110 with reference to the use of the term “habituation” within this PEIR • paragraph 111 with reference to tolerance to stressors • paragraph 149 with reference to using a precautionary approach • paragraph 103 with reference to fixed noise thresholds • paragraph 151 with reference to responses to disturbances in nature and use of fixed noise thresholds causing underestimations • paragraph 152 with reference to conclusions on number of animals impacted		
Morg_0208_002_060623	S47	Online form Q1.3	Mussels on the wall. Liverpool - Burbo Bank and Burbo Bank extension - we felt the frills of the piles and it impacts the mussels and meant we had no/limited catch. Impact of puling and under water noise from OF turbines on inshore fisheries - is this covered in the Transmission PEIR? Is it covered int he Morgan/Morecambe Gen PEIR? Interested to understand the impact on inshore fisheries stocks.	Inshore static gear vessels and intertidal hand gather fisheries have been scoped out of the Commercial Fisheries assessment of the Environmental Statement, as it is not anticipated that they will be affected by the proposed development of the Morgan Generation Assets. They are not active within, or in the vicinity of, the Morgan Array Area, and the data shows very low levels of activity within the commercial fisheries study area. The Morgan Generation Assets has been scoped into the Pathways to 2030 workstream under the Offshore Transmission Network Review (OTNR). The output of this process concluded that the Morgan Generation Assets will share a grid connection location at Penwortham in Lancashire with the Round 4 Morecambe Offshore Windfarm, also located in the east Irish Sea. A separate DCO application will be submitted for the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. Several commercially important shellfish beds (cockle and mussel) are located on the North-West coastline in proximity to the proposed Morgan and Morecambe Offshore Wind Farms: Transmission Assets. These fisheries have been scoped into the Morgan and Morecambe Offshore Wind Farms: Transmission Assets PEIR.	No

D.24.10 Marine mammals table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0023_001_290423	S47	Email	I would like to know what impact this project is set to have on marine life in the Irish Sea, as a result of assessment, installation, maintenance and general operation. What assessments have been done in this regard?	The EIA and a summary of the surveys undertaken to inform the assessments on marine life are presented in the following chapters: - Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0050_001_300523	S42	Email	Our position on offshore wind development. We support action to tackle climate change and recognise the serious threat to nature if action is not taken. However, we also face an ecological emergency with 41% of species in decline in the UK.1 There is an inextricable link between the climate and nature crises, which means efforts to solve one crisis will be futile if they do not also address the other. Consequently, fulfilling UK ambitions for energy infrastructure as a major decarbonisation pathway to limit climate change will fail if they do not achieve environmental protection, recovery, and enhancement of marine and onshore habitats, species, and carbon stores. The scale of OWF planned in the Irish Sea make makes it one of the most significant activities with the potential to impact on wildlife and ecology in our coastal waters and the wider Irish Sea, arguably second only to fishing. To realise the potential contribution of OWF to decarbonising the energy sector and helping to mitigate the worst impacts of climate change on society and nature, it must protect and support nature's recovery on land and at sea.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment, carried out to minimise and mitigate any potential adverse effect on receptors. The impact assessment carried out and presented in Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the Environmental Statement (Document Reference F2.2) aims to minimise and mitigate any potential adverse effect on benthic receptors. The potential benefits to benthic communities are also considered with regards to the potential for enhanced biodiversity due to colonisation of artificial structures. Impact assessments for construction, operations and decommissioning-related activities have been assessed, and, where appropriate, mitigation measures have been proposed. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_002_300523	S42	Email	Strategic coordination of energy generation and transmission infrastructure. The Wildlife Trusts (TWT), of which the NWWTs are members, have long advocated for greater strategic coordination in the planning, design, and delivery of offshore electricity generation together with the offshore and onshore electricity transmission infrastructure needed to distribute electricity generated offshore to where it is needed, to reduce environmental and consenting risks. To this end TWT is represented on the Offshore Transmission Network Review (OTNR) Expert Advisory Group and participates in strategic forums such as the Offshore Wind Evidence and Change (OWEC) Programme. We therefore welcome that the Morecambe and Morgan OWF have been scoped into the Pathways to 2030 Workstream under the OTNR and will therefore share transmission assets.	The Applicant notes your response.	No
Morg_0050_003_300523	S42	Email	Strategic compensation and enhancement. One opportunity of strategically planned offshore energy generation and electricity transmission infrastructure (including onshore elements) is for strategic approaches to compensating for residual environmental impacts that cannot be avoided or adequately mitigated. There is significant potential for such measures to have a greater overall positive impact on the environment and biodiversity and take compensation beyond the level of no net loss into achieving net positive effects. Whilst we recognise that Biodiversity Net Gain policies and delivery frameworks are more developed for terrestrial and intertidal habitats than they are for the marine environment, we would still expect Morgan OWF to aim to achieve an overall net positive impact on biodiversity and ecology in the marine	The project will commit to working with the SNCBs on this and keep a watching brief on any associated guidance that is produced. The Applicant notes your response. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			environment. We ask that the Morgan offshore wind farm development commit to achieving net positive impacts on biodiversity and ecology in the marine environment and to seek to engage with relevant stakeholders to achieve that goal.		
Morg_0050_009_300523	S42	Email	Noise mitigation. We expect the assessment and proposed mitigation and management of underwater noise disturbance impacts on marine mammals during the construction, operation, and decommissioning of the proposed Morgan OWF will be carried out in accordance with guidance or any future guidance that might supersede it. A significant number of high noise-generating activities will take place in the Irish Sea during the survey and construction period for Morgan. Although there is currently no regulatory mechanism in place for managing the in-combination underwater noise impacts and the development will not need a Site Integrity Plan, it is vital that the applicant mitigates the noise impacts generated from the project as much as possible	An outline Underwater sound management strategy is being submitted with the Application which will investigate options for further mitigation of underwater sound (Document Reference J13).	Yes
Morg_0050_028_300523	S42	Email	Annex 2: Offshore ecology No. 17 Document: V.2, Ch. 9, Marine Mammals TWT & NWWT Comment: We acknowledge that results of the digital aerial surveys are not available in time for the submission of the PIER. We look forward continued discussion of the full dataset ahead of ES submission, ultimately informing decisions about the location and design of scheme elements that could significantly influence the scale of impacts on these ecological receptors.	Site-specific marine mammal surveys were completed in March 2023 for the Morgan Generation Assets, and data is presented in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement. The data informs the assessment presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0050_029_300523	S42	Email	Annex 2: Offshore ecology No. 18 Document: V.2, Ch. 9, Marine Mammals Paragraph: Table 9.6 TWT & NWWT Comment: Use the South Walney haul out data for information on seals haul out sites and therefore seal usage of the region	Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement (which informs the impact assessment set out in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement) sets out haul out data within the vicinity of the Morgan Array Area, which includes data for South Walney.	No
Morg_0050_030_300523	S42	Email	Annex 2: Offshore ecology No. 19 Document: V.2, Ch. 9, Marine Mammals Paragraph: 9.10 TWT & NWWT Comment: Cumulative assessments during the construction phase only scope in Tier 1, however is there is crossover with timelines for the construction of any of the Round 4 OWF projects and their transmission assets, these will need to be scoped in.	The CEA has been updated for Volume 2, Chapter 4: Marine mammals of the Environmental Statement with any additional information that has come into the public domain since the PEIR. Any projects which fall (geographically) inside the screening boundary and have the potential to overlap temporally with the Morgan Offshore Wind Project: Generation Assets have been screened into the CEA.	No
Morg_0050_031_300523	S42	Email	Annex 2: Offshore ecology No. 20 Document: V.2, Ch. 9, Marine Mammals, 9.7 Paragraph: Table 9.16 TWT & NWWT Comment: We welcome the statement that an MMMP will be developed and implemented for piling to reduce the risk of PTS from the first strike of the soft start, single strike of the maximum hammer energy We also welcome that a monitoring zone has been set up and ADD activation will be used. However, A great deal more work is required to understand the effectiveness of current mitigation for underwater noise impacts and to develop better options if the current mitigation is found to be inadequate. We suggest that monitoring is undertaken to confirm the effectiveness of ADD if this is utilised. We welcome the approach in engaging with NWWT & TWT on Morecambe during the evidence plan process and we hope that this can continue into the post-consent stage to reflect the best practice we have been developing with other wind farm developers post-consent. We request to be named on all marine mammal monitoring and mitigation documents	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance and in consultation with the Marine Mammal Expert Working Group for the Morgan Offshore Wind Project: Generation Assets (in which TWT are a consultee).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			as a consultee. We look forward to discussing this in more detail with you over the coming months.		
Morg_0052_044_310523	S42	Email	Volume 2, Chapter 9: Marine Mammals Major Comments The MMO notes that the most direct and comprehensive way to mitigate the risk of acoustic impact on marine species is to reduce the amount of noise pollution emitted at source (noise abatement). For pile driving, there are noise reduction technologies available, such as big bubble curtains and acoustic barriers that are integrated into the piling rig. The MMO recommend that noise abatement measures are required as part of dML.	The assessment of effects has determined that there is only one potential significant effect predicted for the Morgan project alone, for UXO clearance of the maximum UXO size where high order detonation is required. Recognising this and the potential for cumulative effects, the Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	Yes
Morg_0052_045_310523	S42	Email	Minor Comments The MMO recommends that noise modelling is undertaken to assess the reduction in Permanent Threshold Shift (PTS) and Temporary Threshold Shift (TTS) zones that would result from applying noise abatement measures. Guidance on this is provided in Faulkner et al. (2018), and on noise abatement in Merchant (2019), and the report of the workshop at the Royal Society (Merchant and Robinson, 2020). These zones would then allow for a better assessment of whether Acoustic Deterrent Devices (ADDs) are required, and if so, the required duration.	The assessment of effects has determined that there is no significant impacts predicted for the Morgan Generation Assets alone, however, recognising the potential for cumulative effects, the Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Morgan Underwater Sound Management Strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed Marine Mammal Mitigation Plan. The Morgan Underwater Sound Piling Management Strategy will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0065_003_020623	S42	Email	Whilst the Isle of Man is not a member of the EU and is therefore not directly covered by most European directives, the Isle of Man still follows relevant European environmental safeguards and expects best practice to be followed. The Isle of Man also meets its obligations under both the Bonn and the Bern Conventions, via statutory instruments, specifically the Wildlife Act 1990. As part of this, the TSC would request that appropriate consideration is given to the species which are protected under this Act, and ensure that there are no detrimental impacts on these species as part of this proposed project given its close proximity to Isle of Man waters. In addition, the same would be requested in respect of the marine protected sites and the manner in which these are designated and managed, and key seabird breeding sites, including any transboundary impacts arising from the project.	Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5) has included consideration of Isle of Man designated sites. Isle of Man Marine Nature Reserves are considered within the following chapters of the Environmental Statement: • Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) • Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_004_020623	S42	Email	It is noted that the cumulative effects will be thoroughly investigated. However, of particular importance and concern would be the habitats and species found within Isle of Man waters, particularly those protected under Manx law1 or identified as threatened or declining by the OSPAR Convention, and which may be affected by the proposed developments. Comments included below request the inclusion of relevant, island-based conservation organisations which may also have relevant information and data of interest to the project. Any maritime developments within or adjacent to the Isle of Man territorial waters could potentially impact commercial fisheries n [sic.] Manx waters so it would be appreciated if the relevant fishing organisations on the island were included as consultees via the appointed Fisheries Liaison Officer.	Potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 15 of the Environmental Statement).	No
Morg_0065_005_020623	S42	Email	The above proposal also has the possibility for potential trans-boundary impacts on Manx land/seascapes and the TSC would particularly like to ensure that the impacts on wildlife/habitat conservation and fisheries in Manx waters are fully considered within the scope of this assessment developments.	The Isle of Man is a Crown Dependency of the UK and not a European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such, potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary. Nonetheless, potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 14; and Volume 3, Annex 5.2: Transboundary impacts screening of the Environmental Statement (Document Reference F3.5.2).	No
Morg_0065_013_020623	S42	Email	Data Sources The TSC would draw the applicant's attention to the Manx Marine Environmental Assessment2 (MMEA) which provides a useful overview of the Island's marine environment and should be taken into account as part of both the transboundary and possibly also the cumulative impacts assessment as part of this application. More detail will be provided below in respect of specific areas of the MMEA that should be reviewed.	Comment noted and the information in the MMEA has been referenced in the Benthic subtidal and intertidal ecology technical report of the Environmental Statement to characterise the wider regional benthic subtidal and ecology study area. The MMEA is further referred to within Volume 4, Annex 3.1: Fish and shellfish ecology technical report of the Environmental Statement (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3), and Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) and Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0065_043_020623	S42	Email	Chapter 9 Marine Mammals Technical Report 1.7.13 SMRU Seal Surveys ‘1.7.13.3 A SMRU report was commissioned to support the baseline assessment for the Morgan Generation Assets (Wright and Sinclair, 2022; Appendix B). The following sections provide a brief account of the surveys carried out for seals and the data is presented in Appendix B.’ Acknowledging the underlying data for this report, it is also a specifically commissioned component for the development, but appears to completely exclude Isle of Man, which is the closest seal population to the development – see below	The MMEA has been included in both Volume 4, Annex 4.1: Marine mammal technical report, and Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0065_044_020623	S42	Email	Acknowledging inclusion of MWT seal data at 1.7.17 (and Figures 1.8-1.10) in the Technical Report: (hiips://www.mwt.im /terrestrial/calf-man-bird-observatory); how have the two data analyses SMRU and MWT data been compared? However, the Manx seal data set does not appear in Table 9.6 of the PEIR – please clarify. Overall, please confirm the equivalent treatment of Manx and non-Manx seal populations as part of the PEIR assessment	Both the MWT seal and the SMRU telemetry data have been included in the baseline in Volume 4, Annex 4.1: Marine mammal technical report of the Environmental Statement, which informs the assessment set out in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. Further detail has been added to clarify that the telemetry data covers the Irish Sea, including IoM waters, and note that the telemetry data is based on the available data that SMRU holds. Manx Wildlife Trust (MWT) survey	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				data is included in Table 4.8: Summary of key desktop reports (Volume 2, Chapter 4: Marine mammals of the Environmental Statement).	
Morg_0065_045_020623	S42	Email	1.8.1.5 For the Isle of Man, the 1990 Wildlife Act is the primary wildlife protection legislation and sets out schedules of Manx species of animal and plant that are legally protected from injury or disturbance. It also establishes the legal protection of Areas of Special Scientific Interest, National Nature Reserves (NNRs) and Marine Nature Reserves (MNRs). This list of species was revised in 2004, and the Act itself received some amendment under the Agriculture (Miscellaneous Provisions) Act in 2008.	Text has been amended in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement to the provided text from the Isle of Man.	No
Morg_0065_046_020623	S42	Email	Appendix B: WRIGHT, P & SINCLAIR, RR (2022). SEAL HAUL-OUT AND TELEMETRY DATA IN RELATION TO THE MORGAN OFFSHORE WIND PROJECT GENERATION ASSETS. REPORT NUMBER SMRUC-RPS-2022-004. SUBMITTED TO RPS, AUGUST 2022. It is disappointing, given its title, that more effort was not made to include and consider the Isle of Man population and data in this analysis. The main PEIR report has clearly engaged with IoM data and organisations, but this report appears to have been specifically commissioned by the Morgan development, and appears not to have included the Isle of Man, which is the closest seal colony to the development. As such it is difficult to understand how west coast of Scotland, mid Wales and the North Sea coast of England has more relevance to this development than the Isle of Man.	Comments addressed and data considered. The baseline characterisation in Volume 4, Annex 4: Marine mammals of the Environmental Statement includes all data provided by IoM stakeholders and carried forward to the assessment. With respect to the seal telemetry report commissioned to SMRU Consulting, the data is based on seals tagged at key haul outs within the east Irish Sea area and therefore tracks cover individuals transiting to/from haul outs on the IoM.	No
Morg_0065_047_020623	S42	Email	For example, there are 13 years of grey seal data available online, which may lend themselves to relevant, if not identical analysis: hiips://www.mwt.im/terrestrial/calf -man-bird-observatory As such, it is difficult to be confident that the Manx populations have been adequately and equally included, and the Isle of Man Government seeks confirmation that this has occurred. Acknowledging the remit of the report (pg. 132) and data sources used, there is relevant data available from MWT- as noted at 1.7.17.1 - 1.7.17.2; but there is no specific mention of the Isle of Man in this section, and so it is difficult to understand how the document actually achieves its objectives.	The baseline characterisation in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement includes all data provided by IoM stakeholders and carried forward to the assessment. With respect to the seal telemetry report commissioned to SMRU Consulting, the data is based on seals tagged at key haul outs within the east Irish Sea area and therefore tracks cover individuals transiting to/from haul outs on the IoM.	No
Morg_0065_048_020623	S42	Email	PEIR Pg. 21: Grey seal is a qualifying interest of several SACs and three MNRs (Isle of Man) within the regional marine mammal study area (Table 9.9). Agree with tables 9.15 and 9.16 Scoped Out and Measures adopted.	The Applicant notes your response	No
Morg_0065_049_020623	S42	Email	Pg. 40. 9.8.2.19 Use of seasonal density peaks for grey seal. Clarify that you have include the Manx populations in the secondary baseline report and which are closest populations to the development. Clarify exclusion of Manx bottlenose dolphins due to temporal regime in Cardigan Bay if the population is the same and they occur in Manx waters in winter?	Seasonal density peaks for grey seal have been reviewed for Volume 4, Annex 4: Marine mammals of the Environmental Statement after discussion with MWT. We have amended the approach for the application and are now using Welsh MM Atlas densities (Evans and Waggitt, 2023) for bottlenose dolphin rather than Cardigan Bay (which had been excluded due to double counting).	No
Morg_0065_050_020623	S42	Email	Pg. 42: 9.8.3.18: re. exclusion of Risso's dolphin due to inadequacy of model. Please include additional comment about the expected relative impact on Risso's. It is difficult to understand how the species' relevance can be acknowledged in Manx waters in the baseline and then be excluded due to model limitations without commenting further, or obtaining expert advice on the expected or estimated effect on Risso's in relation to the three species actually included.	There is currently no capacity in the iPCoD for Risso's dolphin, it can only be used to predict the population consequences of disturbance on five key priority species of marine mammal found in the UK (Bottlenose dolphins, Harbour porpoise, Minke whale, Harbour and Grey seals).	No
Morg_0065_051_020623	S42	Email	In summary: IoM Government would like to see specific evidence of the consideration of Risso's dolphins, given their proximity to the development and the 0.8-1.1% impact on the reference population (vs. minke (which is included) and has a 0.27-0.38% of population impacted) – unless there is no intention or expectation of construction piling in summer months when Risso's occurrence is highest in Manx waters, which seems unlikely.	Comment noted thank you. The impact assessment set out in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited and further justification for the conclusions of the assessment have been provided where required. The text in Volume 4, Annex 4.1: Marine mammal technical report of the Environmental Statement has been	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Pg. 50, 9.8.3.61 – 9.8.3.65 linked to above, provide evidence or clarifying that the Manx grey seal population has been appropriately considered.	updated to clarify that the Manx grey seal population is included in the baseline and reference population.	
Morg_0065_052_020623	S42	Email	Cetaceans See MWDW: the text appears to present ambiguity of the seasonal data – 'Data obtained from MWDW (2022) also shows higher sightings of Risso's dolphin in summer months, with peaks in June and July however there is no control for survey effort.' In the Technical Report similar comments are made about survey effort for several species; · Porpoise 1.9.2.9 · Bottlenose dolphin 1.9.3.29 · Common dolphin 1.9.4.15 · Risso's 1.9.5.18 · Minke 1.9.6.15	MWDW provided a personal communication on this, and this has been incorporated into Volume 4, Annex 4.1: Marine mammal technical report of the Environmental Statement.	No
Morg_0065_053_020623	S42	Email	MWDW has been asked to comment on this and provided the following; The original data request was for sighting locations by species and was provided as shapefiles from pooled sightings from all sources. The associated effort data was not requested, and was not provided. The text appears to indicate that they can't confirm that there are no winter sightings because either the species is truly seasonal, or because MWDW has never surveyed in the winter; which is not an unreasonable conclusion. However, this could be confirmed either way by obtaining the effort data and reanalysing. Alternatively, MWDW can provide a 'pers. comm.' to say that we are confident the sightings data reflects a true seasonality for Manx waters.	Thank you for providing this clarification that effort is available. A 'pers. comm.' has been received to say that we are confident the sightings data reflects a true seasonality for Manx waters to back up statement and this was added to Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement.	No
Morg_0065_054_020623	S42	Email	MWDW has associated effort data from land and boat surveys, although the public sightings data has no associated effort. A large proportion of the sightings come from public reports (e.g. 1190 Risso's, 983 of which from public so with no associated effort). MWDW has some survey effort from all months, but with least in winter (~3.5%), most in summer (~50-60%), and middling in spring and autumn. So we can say that though we have less effort in the winter, the data we have collected shows seasonality.	Any additional relevant information provided by MWDW has been included in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement.	No
Morg_0065_055_020623	S42	Email	With the public data, although it can't be analysed in terms of effort we do receive sighting reports throughout the year and this again reflects that seasonality. A request can be made for effort data, or request for clarifications or pers. comms. to include. I would be fairer to change the wording to indicate that 'sightings data was not analysed in the context of effort', so it reflects RPS's choice rather than the data being absent. However, IF the conclusion is that; in the absence of seasonal effort data then the assumption for year-round presence is made, and the impact assessments are made on that basis, then the approach is more precautionary, and therefore welcomed.	Any additional relevant information provided by MWDW has been included in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement. Text has been updated in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement.	No
Morg_0065_056_020623	S42	Email	1.9.5.18 'Howe (2018) suggested Risso's dolphin show high seasonality to Manx waters, with marked spatial and temporal distribution, being present only between March and September and with 90% of sightings on the east coast of the Island.' The MMEA report says: "The distribution of Risso's dolphins in Manx waters is also quite marked, with over 90% of all sightings on the east coast, around the Calf of Man or to the south west of the Calf." So the 90% of sightings fall within those three areas, rather than along the east coast in general. Please amend accordingly.	Text has been updated in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement. Locations of presence of Risso's dolphins has been specified in Volume 4, Annex 4: Marine mammal technical report of the Environmental Statement.	No
Morg_0065_057_020623	S42	Email	Figure 9.8: Gives false impression of grey seal usage around IoM by using a single reference and excluding IoM from the SMRU report appendix. An example of consequence of using a restricted baseline.	Locations of presence of grey seals has been specified in Volume 4, Annex 4.1: Marine mammal technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_058_020623	S42	Email	Bottlenose Dolphin 9.8.3.51 the Cardigan Bay and Manx winter population of bottlenose dolphins on the east coast are believed to be the same group, based on data, including from photographic recognition of individuals. This should be acknowledged, and yet there is no specific assessment of the Manx population in this section.	Data from MWT has been added to the drawings mapping sound contours in order to provide a more accurate illustration of the baseline for the quantitative assessment.	No
Morg_0065_059_020623	S42	Email	Figure 9.9 shows the 145 dB contour all along the Manx east coast which is where the winter bottlenose dolphin population are most commonly observed. However, 9.8.3.52 indicates maximum levels of 140 db. This is not what the Manx winter population will encounter, and so the conclusion of this section are questioned.	The CEA has been updated for Volume 2, Chapter 4: Marine mammals of the Environmental Statement with any additional information that has come into the public domain since the PEIR. The Ørsted Isle of Man lease area has been screened into Tier 2 of the marine mammal cumulative assessment.	No
Morg_0065_060_020623	S42	Email	Pg 87. Table 9.41, 9.42, Figure 9.13 and throughout this section. · Recommend inclusion of Ørsted Isle of Man development- pre-application phase: hiips://orsted.co.uk/insights/future -developments/isle-of-man · and Crogga gas development: hiips://www.crogga.im/ Does this have an effect on the cumulative impacts assessment?	Data from MWT has been added to the drawings mapping sound contours in order to provide a more accurate illustration of the baseline for the quantitative assessment.	No
Morg_0065_061_020623	S42	Email	Table 9.54 – okay Table 9.55 – Piling Impact Tier 1: Do comments made above about Manx bottlenose and Risso's dolphins make a difference to these conclusion? Agree that mitigation needs discussion, including monitoring, and IoM government requests Piling Impact Tier 1: ditto	The CEA has been updated for Volume 2, Chapter 4: Marine mammals of the Environmental Statement with any additional information that has come into the public domain since the PEIR. The Ørsted Isle of Man lease area has been screened into Tier 2 of the marine mammal cumulative assessment.	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: • Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: REDACTED@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor is evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	No
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical processes chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic subtidal ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_019_020623	S42	Email	Marine Mammals As noted above, only the first year of survey data has been included in the PEIR. Natural England cannot therefore make any conclusive judgements based on this PEIR and accordingly, our advice focuses on the methodology.	Two years of data has been included in Volume 4, Annex 4.1: Marine mammal technical report of the Environmental Statement in addition to a comprehensive review of desk top sources. Subsequently the densities applied to the assessment (which have been approved by the marine mammal EWG) have been updated to the Welsh Marine Mammal Atlas for harbour porpoise and bottlenose dolphin (Evans and Waggitt, 2023).	No
Morg_0066_020_020623	S42	Email	Natural England do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment. Natural England advises that the assessment should be based on the underwater noise modelling without ADDs and revise any assessments, including cumulative and HRA, that are based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy.	No
Morg_0066_021_020623	S42	Email	The use of noise abatement technology such as bubble curtains has not been proposed as potential mitigation method. Given the sizes of the impact ranges predicted by Underwater sound technical report (volume 3, annex 3.1), we would strongly recommend that these are considered within the MMMP along other potential mitigation measures.	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed Marine Mammal Mitigation Protocol. The UWSMS will be updated post-application, discussed and agreed with stakeholders.	Yes
Morg_0066_022_020623	S42	Email	In certain cases, assigned magnitude score for irreversible auditory injury (PTS) is too low and should be revised in line with the provided magnitude definitions.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_094_020623	S42	Email	Key Concerns Natural England note that only the first year of survey data has been included in the PEIR and the full 24 months of survey data will be included in the Environmental Statement. Natural England advises that 24 months of survey effort is the minimum expected evidence standard for marine mammal impact assessment. Natural England cannot therefore make any conclusive judgements based on this PEIR and accordingly, our advice focuses on the methodology.	Site-specific marine mammal surveys were completed in March 2023 for the Morgan Generation Assets providing a full 24 months of survey data, see Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement. Associated data informs the assessment presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0066_095_020623	S42	Email	Natural England do not agree that 30min Acoustic Deterrent Device (ADD) usage should be included in the underwater noise modelling to predict impact ranges for the assessment. The 30min ADD duration has not been agreed with SNCBs, and its inclusion obscures the true worst-case scenario that the assessment must be based on. The predicted impact ranges for Permanent Threshold Shift (PTS) without ADDs should be used to determine the appropriate duration of ADD, with the purpose to deter marine mammals from the full extent of the PTS zone (accounting for species-specific fleeing speeds), as well as informing the requirement for other suitable mitigation measures.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The assessment should be based on the underwater noise modelling without ADDs. Any assessments, including cumulative and HRA, that are based on the predicted ranges with 30min ADDs should be revised accordingly.	indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage and a draft will be included with the application.	
Morg_0066_096_020623	S42	Email	The use of noise abatement technology such as bubble curtains has not been proposed as potential mitigation method. Given the sizes of the impact ranges predicted by the Underwater sound technical report (volume 3, annex 3.1), we would strongly recommend that these are considered within the Marine Mammal Mitigation Plan (MMMP) along other potential mitigation measures such as timing of piling and piling methods. Consider mitigation measures such as bubble curtains, timing of piling and piling methods within the MMMP.	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Morgan Underwater Sound Management Strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Morgan Underwater Sound Management Strategy will be updated post-application, discussed and agreed with stakeholders.	Yes
Morg_0066_097_020623	S42	Email	In certain cases, the assigned magnitude score for irreversible auditory injury (PTS) is too low and should be revised in line with the provided magnitude definitions. Revise assigned magnitude score for auditory injury.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_098_020623	S42	Email	Natural England cannot agree with the outcomes of the HRA (stage 2) and cumulative assessment considering that they have been informed by Volume 2, Chapter 9: Marine Mammals, for which we have a considerable number of comments (see below). The HRA (stage 2) and cumulative assessments need to be revised upon consideration of our comments on the Volume 2, Chapter 9: Marine Mammals.]	All feedback received via S42 has been considered for the application and discussed. The HRA and cumulative assessment have been informed by the updated Volume 2, Chapter 4: Marine mammals of the Environmental Statement, and conclusions revised where relevant.	No
Morg_0066_099_020623	S42	Email	Baseline Characterisation – Document(s) Used: Appendix 9.1 Marine Mammal Technical Report, Appendix x 9.1, 1.6.1.1 Natural England note that only the first year of survey data has been included in the PEIR and the full 24 months of survey data will be included in the Environmental Statement. Natural England advises that 24 months of survey effort is the minimum expected evidence standard for marine mammal impact assessment. Natural England cannot therefore make any conclusive judgements based on this PEIR and accordingly, our advice focuses on the methodology.	Site-specific marine mammal surveys were completed in March 2023 for the Morgan Generation Assets providing a full 24 months of survey data, see Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement. Associated data informs the assessment presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0066_100_020623	S42	Email	Appendix 9.1, 1.8.2.6 Natural England queries whether sightings classed as ‘marine mammals’ were assigned to any other category.	Sightings classified as ‘marine mammal’ species were not assigned to any other category, as survey methods did not allow for animals categorised as ‘marine mammal’ to be assigned to any lower taxonomic level. The only sightings assigned to another category, for the purposes of analyses, were ‘seal species’ assigned to ‘grey seal,’ and ‘dolphin/ porpoise’ assigned to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Clarification needed.	'porpoise species' which included 'dolphins/porpoise' plus harbour porpoise (noting, these sightings were not assigned to the species 'harbour porpoise').	
Morg_0066_101_020623	S42	Email	Appendix x 9.1, 1.8.2.8. Natural England note that density and abundance estimates will be updated for the Environmental Statement when the surveys are completed. N/A	Site-specific marine mammal surveys were completed in March 2023 for the Morgan Offshore Wind Project: Generation Assets, and associated is presented in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement. Associated data informs the assessment presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Final densities used in the assessment have been agreed with NE, NRW and other stakeholders via the marine mammals expert working group (EWG).	No
Morg_0066_102_020623	S42	Email	Appendix 9.1, 1.9.1.1 Harbour seal should be included in the list of species likely to occur within the regional marine mammal study area. Include harbour seal in the list of species.	Harbour seal has been included in the list of species likely to occur within the regional marine mammal study area. Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0066_103_020623	S42	Email	Appendix 9.1, Appendix x A 3.5.1.5 The section on Risso's dolphins (para 3.5.1.5 of Appendix A) refers to bottlenose dolphins: "Only one sighting occurrence means temporal data estimates are limited for bottlenose dolphin and as such no figure is given for mean density." Correction needed.	This text has been updated to ensure the correct species references are in the correct section. Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0066_104_020623	S42	Email	Appendix 9.1, Appendix A 3.1.2.3 Clarification is needed regarding whether dolphin species, dolphin/porpoise and marine mammal species were assigned to any species category for the purpose of the analysis (as has been done for seal species being assigned to grey seal category). Clarification needed.	'Dolphin/porpoise' has been included with harbour porpoise as "Porpoise species," and modelled in MRSea in addition to harbour porpoise. This was to allow these animals to be included, but without introducing bias by considering them as harbour porpoise. Bottlenose dolphin occurred so infrequently (n = 9 in July 2021, no other sightings) that sightings were too few to analyse. 'Dolphin species' occurred twice (n = 1 and 2), so would not have made any analysis any more possible or useful. Refer to Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0066_105_020623	S42	Email	Appendix 9.1, Appendix A 3.1.2.3 Natural England does not consider 43 sightings of dolphin/porpoises to be low. Also, some of the seal species could be harbour seals thus this needs to be acknowledged. Revise final assessment.	The document text has been updated to reflect this suggestion. Refer to Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0066_106_020623	S42	Email	Appendix 9.1, Table 1.2 Natural England notes the omission of the Marine Mammal Atlas (Evans & Waggit, 2023) in the summary of key desktop sources. Natural England advise that this reference is included, and that the species densities provided within are considered in the assessment. Include Marine Mammal Atlas (Evans & Waggit, 2023) in the list of desktop literature.	The Marine Mammal Atlas (Evans & Waggit, 2023) has been included in the summary of key desktop sources. Refer to Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_107_020623	S42	Email	Appendix 9.1, Table 1.11 Table 1.11 should be revised upon consideration of densities from the Marine Mammal Atlas (Evans & Waggit, 2023). Update densities where relevant using the newest reference (Evans & Waggit, 2023).	Final densities used in the assessment have been agreed with NE, NRW and other stakeholders via the marine mammals expert working group (EWG). The densities applied to the assessment (which have been approved by the marine mammal EWG) have been updated to the Welsh Marine Mammal Atlas for harbour porpoise, bottlenose dolphin and short-beaked common dolphin (Evans and Waggitt, 2023). Refer to Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0066_108_020623	S42	Email	Appendix 9.1, 1.9.7.6 New reference on grey seal foraging range should be included i.e.448km from Carter et al 2022. Include reference on grey seal maximum foraging distance and consider it for later assessment.	Reference has now been included in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement.	No
Morg_0066_109_020623	S42	Email	Appendix 9.1, 1.9.7.15; Figure 1.46; Figure 1.48 Explanation is needed on why 100km buffer around Morgan Generation Assets (GA) is used for grey seals. Natural England presume this distance refers to 100km average foraging distance from haul-out sites (SCOS, 2018) however this distance is not relevant in this instance as Morgan GA does not have any haul out sites. Thus, there is no ecological meaning in using this distance as a buffer around the project area. Clarify and amend.	This data originates from the SMRU telemetry report (Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement, Appendix B). The 100 km buffer is informed by 100 km average foraging distance from haul-out sites (SCOS, 2018). This distance has been applied by SMRU as a proxy for likely travelling distance of grey seal, in relation to distance from the Morgan Offshore Wind Project: Generation Assets.	No
Morg_0066_110_020623	S42	Email	Figure 1.54 Similarly, a 50km buffer zone for harbour seal around Morgan GA is not ecologically relevant as this is the average foraging distance from haul out sites. Clarify and amend.	This data originates from the SMRU telemetry report (Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement, Appendix B). The 50 km buffer is informed by 50 km average foraging distance from haul-out sites (SCOS, 2018). This distance has been applied by SMRU as a proxy for likely travelling distance of harbour seal, in relation to distance from the Morgan Offshore Wind Project: Generation Assets.	No
Morg_0066_111_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology; Volume 2, chapter 9: Marine Mammals; Volume 3, Appendix 3.1 Underwater Sound Technical Report Vol 2, ch 9 Natural England agree that all relevant marine mammal receptors have been identified. N/A	The Applicant notes your response.	No
Morg_0066_112_020623	S42	Email	Vol 2, ch 9 Table 9.5 Natural England notes that a qualitative assessment, looking at grey seal movements between established haul outs and the Morgan Generation Assets will be incorporated into the Environmental Statement. N/A	A qualitative assessment, looking at grey seal movements between established haul outs and the Morgan Offshore Wind Project: Generation Assets has been incorporated in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0066_113_020623	S42	Email	Vol 2, ch 9 Table 9.6 Inclusion of survey data from Mona and Morecambe aerial surveys in the list of datasets	Relevant survey data which is available in the public domain for all relevant projects (including Mona and Morecambe) have been included in Volume	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			informing the baseline would be welcomed. Include survey data from Morecambe and Mona aerial surveys.	4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement.	
Morg_0066_114_020623	S42	Email	Vol 2, ch 9 Table 9.8 Information on grey seals is wrongly included in the section on harbour seals. Correction required.	Text updated to ensure correct species references in correct section, see Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4)	No
Morg_0066_115_020623	S42	Email	Vol 2, ch 9 Table 9.16 Natural England advise that bubble curtains are included in the list of possible mitigation measures and considered in the MMMP. Other mitigation measures such as piling methods and timing of piling should also be considered. Include bubble curtains in the list of possible tertiary mitigation measures as well as other piling methods and timing of piling.	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets project design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy, an outline of which has been submitted with the application for consent (Underwater sound management strategy (Document Reference J13)) with a more detailed marine mammal mitigation protocol (Document Reference J17). The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	Yes
Morg_0066_116_020623	S42	Email	Vol 2, ch 9 Table 9.16 Natural England do not support the use of soft start charges for UXO clearance. To note.	A Marine mammal mitigation protocol will be developed post-consent, in line with latest guidance, an outline of this plan has been included with the Application (Document Reference J17). Modelling for underwater sound has been undertaken without the use of soft start charges, see Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement.	No
Morg_0066_117_020623	S42	Email	Vol 2, ch 9, 9.8.3.29 Natural England do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment. The 30min ADD duration has not been agreed with SNCBs, and its inclusion obscures the true worst-case scenario that the assessment must be based on. The predicted impact ranges for PTS without ADDs should be used to determine the appropriate duration of ADD, with the purpose to deter marine mammals from the full extent of the PTS zone (accounting for species-specific fleeing speeds), as well as other suitable mitigation measures. In this instance, 20m range is used to estimate number of harbour porpoises that could be injured as a result of piling. Natural England thus strongly advise that the submitted ES considers the predicted PTS ranges without 30min ADD. Base assessment on the underwater noise modelling without ADDs, and revise any assessment that is based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. ADDs have been included as part of the Outline Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage,	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				an outline of the MMMP has been included with the Application (Document Reference J17).	
Morg_0066_118_020623	S42	Email	Vol 2, ch 9, 9.8.3.31 Natural England do not agree that assigned magnitude low is appropriate for PTS, as it is irreversible injury. As per magnitude definition (Table 9.11 … "the impact would lead to permanent effects on individuals" …), a more appropriate score would medium. Revise assigned magnitude score for auditory injury.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_119_020623	S42	Email	Vol 2, ch 9, 9.8.3.34 - 36 As per our comment above, Natural England do not agree that the impact ranges predicted with the use of 30min ADDs should be taken forward to the assessment. The predicted PTS range without ADD should be the basis for the assessment. Thus this section needs to be revised accordingly as well as the assigned magnitude score. Base assessment on the underwater noise modelling without ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. ADDs have been included as part of the Outline Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage, an outline of the MMMP has been included with the Application (Document Reference J17)	No
Morg_0066_120_020623	S42	Email	Vol 2, ch 9, 9.8.3.46 Considering the size of the area within the 140dB contour (figure 9.5), Natural England do not agree with the statement "that a small number of individuals from these SAC populations may be occasionally present within the disturbance contours". Consider rewording this statement to avoid underestimating the presence of individuals from these SAC populations	Whilst not directly within the region of disturbance mapped, given that harbour porpoise can travel over large distances, there is a possibility that individuals from these designated populations may be occasionally present within the mapped disturbance contours. The Cardigan Bay population has been estimated to consist of around 125 individuals (JNCC, 2022), with inshore areas being used for both feeding and reproduction and given that bottlenose dolphin can travel over large distances, there is a possibility that individuals from these SAC populations may be occasionally present within the disturbance contours. The statement in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revised and avoids underestimating the presence of individuals from these SAC populations.	No
Morg_0066_121_020623	S42	Email	Vol 2, ch 9, 9.8.3.47-48 Natural England note that iPCoD modelling was conducted for time intervals of 2, 7, 13, 19 and 25 years (para 9.8.3.15), however only 25 years predictions are presented here. Natural England advise that the results are presented for shorter periods alongside 25 years, and that those periods are also considered in the assessment.	Appendix A of Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (iPCoD modelling report) presents data at shorter periods alongside 25 years.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Present iPCoD modelling results for shorter periods of time.		
Morg_0066_122_020623	S42	Email	Vol 2, ch 9, 9.8.3.44 In order to establish what % of the reference population (Management Unit) classes as significant, appropriate thresholds should be defined. Define appropriate thresholds for % of reference population predicted to be impacted by an activity, to aid assessment of the appropriate level of magnitude.	There is insufficient evidence to define what % of a reference population impacted classes as significant. Tougaars et al., 2021 state "Even though the fundamental mechanisms underlying the way disturbance affects the energetic state of individuals are well known, the knowledge about the fundamental input parameters to the models are most often the limiting factor ... which means that it is not yet possible to use the models to accurately predict effects of acoustic disturbances and thereby provide guidance on the most central question: “when are animals disturbed enough to cause population level effects” (National Research Council, 2005)." Any applied thresholds would need to align with guidance. iPCoD modelling however has been applied in line with guidance in order to provide a robust assessment of likely trajectory of populations. Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0066_123_020623	S42	Email	Vol 2, ch 9, 9.8.3.35-124 and 9.8.3.125-135 Natural England agree with the assigned sensitivity score for all receptors for Auditory injury and Behaviour disturbance. However, the significance of the effect sections need to be revised (where relevant) upon the consideration of impact ranges without 30min ADD as the basis for the magnitude scores. Please see the comment above. Revised the significance of the effects sections, taking into consideration our comments on the assigned magnitude scores.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment. The assessment presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy.	No
Morg_0066_124_020623	S42	Email	Vol 2, ch 9, 9.8.4.10 Although the correct methodology has been applied here using the appropriate species densities, it does not take into the account the ecology of the gregarious species (i.e. their group size) and thus not constitute the true worst-case scenario. This approach has resulted in estimates that the maximum number of individuals that could be potentially injured is no more than one. However, knowing that bottlenose dolphin, short-beaked common dolphin and Risso’s dolphin are highly social species living in medium to large groups and are very rarely solitary, their average group size should be considered here. The relevant literature on group sizes of these three species in the region should be consulted to estimate more precautionary but more ecologically relevant number of animals that could be potential injured by UXO clearance if present within the estimated PTS impact range.	Whilst there are other methods to represent density (such as likelihood of encounter) the approach taken in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement is to use an average density across all cells for the study area, multiplied by the area of effect to give the number of animals impacted. These average densities are derived from data which accounts for group size and therefore to multiply by assumptions for group size would risk double counting animals.	No
Morg_0066_125_020623	S42	Email	Vol 2, ch 9, 9.8.4.18 Natural England view the assigned magnitude scores for PTS caused by UXO clearance as too low considering the potential severity of the impact. Thus we advise that more precautionary approach is applied here. Revise the magnitude scores for UXO injury.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_126_020623	S42	Email	Vol 2, ch 9, Table 9.36 The disturbance ranges for cable trenching and survey/support vessels are quite large (18km and 21km respectively), thus this needs to be addressed in the assessment.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Address the large impact ranges for survey/support and cable trenching vessels.	available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	
Morg_0066_127_020623	S42	Email	Vol 2, ch 9, 9.8.7.16-17 Limited availability of information should not preclude application of precautionary approach especially given the predicted ranges of 55km for vibro coring and 17.3km for Sub-Bottom Profilers (SPB). Thus, magnitude of the impact should be revised. Revise the magnitude of impact for disturbance for during geophysical and geotechnical site investigation surveys	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_128_020623	S42	Email	Vol 2, ch 9, 9.9.1 Natural England recommend application of the tiered approach for cumulative assessment as outlined in the Best Practice Guidelines Phase III. Refer to Natural England Best Practice Guidelines Phase III.	The CEA in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents an assessment based on the tiered approach. This is aligned with the Planning Inspectorate Advice Note 17.	No
Morg_0066_129_020623	S42	Email	Vol 2, ch 9, 9.10.1 The above comments should be taken forward to cumulative assessment and where relevant, the assessment should be revised accordingly. See previous comments (i.e. iPCoD modelling, thresholds for % of reference population, assessment without 30min ADD, appropriate magnitude scores for PTS) and revise the assessment where relevant.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0066_130_020623	S42	Email	Vol 2, ch 9, 9.12 Natural England agree with the statement that the inter-related effects have potential to create a more significant effect on a receptor than if just assessed in isolation. Thus, this assessment needs to be given the appropriate credence and the outcomes of the inter-related effects assessment should be presented here. Include the outcomes of the inter-related effects assessment in this report. In particular, the inter-related effects from disturbance should be assessed adequately.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment. The full inter-related effects assessment is presented in Volume 2, Chapter 11: Inter-related Effects (offshore) of the Environmental Statement	No
Morg_0066_131_020623	S42	Email	Vol 3, annex 3.1, 1.7.3.1 The JNCC (2017) guidelines should be followed when undertaking any pre- construction geo physical surveys. To note. JNCC guidelines for minimising the risk of injury to marine mammals from geophysical surveys < - (hyperlink)	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance, including the JNCC guidelines for minimising the risk of injury to marine mammals from geophysical surveys. The sources presented in the Underwater Sound Technical Report are chosen to be representative examples, as the exact sources used will be selected during a later planning stage. The sources are chosen to be a worst case indicative source (in both sound level and frequency).	No
Morg_0066_132_020623	S42	Email	Vol 3, annex 3.1, 1.7.3.14, 1.7.3.17, Table 1.15, Table 1.28 For reference, Natural England considers that there is insufficient evidence to demonstrate noise reduction from ‘low yield’ clearance of UXOs.	We are in agreement that there is limited evidence available at this stage. The assessment is based on source level modelling undertaken for charge sizes that would typically be used to clear UXO via low yield clearance. Results for UXO modelling have been presented for all charge weights in	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Consider amending report to reflect limited evidence available.	Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	
Morg_0066_133_020623	S42	Email	Vol 3, annex 3.1, Table 1.16 It is unclear which source levels from table 1.16 have been used in the modelling. The '50% penetration' (monopiles) and 'pile head flush with sea surface' (pin piles) have higher source levels than the final penetrations. The worst-case source levels should be used in the modelling of the monopiles and pin piles.	This is true and was designed to demonstrate how the source level varies through the piling process, based purely on the penetration depth for the same hammer energy. This has been used to develop a source model for pin piles which accounts for the submersible piling rig, and therefore accounts for the percentage of the pile exposed to the water column as the pile is driven into the seabed.	No
Morg_0066_134_020623	S42	Email	Vol 3, annex 3.1, 1.7.4.11 Final ADD duration will be determined post- consent, and therefore Natural England do not agree to including 30 minutes ADD duration at this stage. The assessment needs to be based on the modelling scenarios with no ADD to represent the worst case scenario, based on which the appropriate ADD duration can be determined. Modelling without ADDs should be presented and taken forward to the assessment.	The modelling has been undertaken with and without ADDs. ADDs have been included as part of the Marine Mammal Mitigation Protocol therefore the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered the use of ADDs.	No
Morg_0066_135_020623	S42	Email	Vol 3, annex 3.1, 1.8.2 Natural England defer to Cefas as the underwater noise experts on the suitability of the propagation modelling approach used in the report. To note.	The Applicant notes your response.	No
Morg_0066_136_020623	S42	Email	Vol 3, annex 3.1, 1.8.2.9 Natural England note that the propagation and sound exposure calculations were conducted over a range of locations based on the extremities of the Project area and proximity to the various Special Areas of Conservation (SACs). Three locations are mentioned here and in Figure 1.12, but it is not clear in this report which of these has been used for the single/consecutive/concurrent modelling and whether the worst-case scenario is being presented. Clarification needed.	Refinements to the Morgan Array Area have been made since PEIR submission and new modelling points have been selected. All points were modelled fully and contours derived for each, with the maximum taken forward to show the injury range results. The maximum was found to be the northern point. Updated model results and modelling points are illustrated in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0066_137_020623	S42	Email	Vol 3, annex 3.1, Table 1.25 The swim speeds used in the model are higher (1.52 m/s) than recommended for the dolphin species in best practice guidance (1.5m/s). However Natural England do not determine this slight increase to be a significant issue in this instance. The swim speeds used in the model for minke whale are less than the recommended 3.25 m/s however as this is a more precautionary approach Natural England are in support of this. Refer to Natural England Best Practice document - Phase III - Expectations for data analysis and presentation at examination.	The Applicant notes your response. These swim speeds have been carried forward to the modelling presented in the Environmental Statement.	No
Morg_0066_138_020623	S42	Email	Vol 3, annex 3.1, Table 1.27 The geotechnical activities 'Cone Penetration Testing' and 'Vibro-Coring' have the potential to cause PTS injury to marine mammals.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance. An outline underwater sound management strategy is	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Natural England advise that mitigation is applied to reduce the risk of injury when using this equipment. Consider suitable mitigation for these activities.	being submitted with the application for consent which will investigate options for further mitigation of underwater sound (Document Reference J13).	
Morg_0066_139_020623	S42	Email	Vol 3, annex 3.1, 1.8.5 The source levels used for each scenario of the UXO clearance modelling have not been presented. Include source levels used in the UXO clearance modelling in a table for reference.	Results for UXO modelling has been presented for all charge weights in Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement.	No
Morg_0066_140_020623	S42	Email	Vol 3, annex 3.1, Table 1.29 and Table 1.30 The impact ranges for the donor charges and the impact ranges for the explosion clearance have been separated into different tables for the high order UXO scenarios. These should be combined to be representative of a complete high order UXO clearance event. Present the combined PTS/TTS impact ranges for the higher order UXO explosion plus the donor charge.	Combining the largest donor charge to the smallest high order disposal (i.e. the greatest proportional increase) results in an increased injury range of approximately 40 m (825 to 860 m). It is therefore considered that this is inconsequential when considering the range of impact of the high order explosion.	No
Morg_0066_141_020623	S42	Email	Vol 3, annex 3.1, Table 1.30 The SEL PTS impact ranges for the 907kg UXO high order explosion look quite low for LF and PCW. Natural England defer to Cefas as the underwater noise experts to appraise the modelled ranges and advise whether they are appropriate. Defer to Cefas.	The Applicant notes your response. Ranges have been calculated using best available techniques. These masses have been carried forward to the Environmental Statement.	No
Morg_0066_142_020623	S42	Email	Vol 3, annex 3.1, Table 1.37, Table 1.42, Table 1.45 Natural England query High Frequency (HF) and Phocid Carnivores in Water (PCW) species having 'No exceedance' of SEL PTS injury thresholds in all scenarios? Natural England defer to Cefas as the underwater noise experts to check the modelled ranges and advise whether they are appropriate. Defer to Cefas	The Applicant notes your response. All values have been updated in line with the changes to the pile design for the DCO. This includes the removal of monopiles, increases in piling energy and in piling duration.	No
Morg_0066_143_020623	S42	Email	Vol 3, annex 3.1, Table 1.56 Cable trenching has a large disturbance range (18km). Suitable mitigation should be considered. Consider suitable mitigation measures.	An outline underwater sound management strategy is being submitted with the application for consent which will investigate options for further mitigation of underwater sound (Document Reference J13).	No
Morg_0066_144_020623	S42	Email	Vol 3, annex 3.1, Table 1.60 The PTS impact range for jet cutting for Very High Frequency (VHF) cetaceans is almost 2km and the disturbance is predicted to be >100km. It is not clear has this been modelled assuming a static animal (remaining in one place for 24 hours) or using a fleeing animal. Natural England note that if this has been modelled using a static animal then the ranges are likely to be an overestimation. However, if these impact ranges are modelled using a fleeing animal, mitigation should be applied to avoid PTS injury.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment and associated mitigation. A Marine Mammal Mitigation Plan (MMMP) has also been produced, in line with current guidance. Jet cutting was removed from the assessment following refinements to the project design.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Clarify whether the impact ranges for jet cutting have been modelled using a static or a fleeing animal. If the ranges presented are for a fleeing animal Natural England advise that mitigation is applied to avoid PTS injury for VHF cetaceans.		
Morg_0066_145_020623	S42	Email	Vol 3, annex 3.1, Table 1.64 Numbers presented in these summary tables do not match the maximum PTS ranges presented in earlier tables. Corrections needed	All values have changed with the changes to modelling parameters for the assessment; however this table represents the maximum between peak and cumulative SEL so will not match any single table within the body of the report (see Volume 3, Annex 3.1: Underwater sound technical report).	No
Morg_0066_146_020623	S42	Email	Vol 3, annex 3.1 Natural England note that dose response curves have been used to assess behavioural impacts however there seems to be a discrepancy between documents. This report states that Russell (2016) has been used to for the dose response curve for seals while the Volume 2, Chapter 9: Marine Mammals state that Whyte et al (2020) has been used. Natural England best practice document recommends Whyte et al (2020) as the preferred reference. Refer to Natural England Best Practice document - Phase III - Expectations for data analysis and presentation at examination.	Whyte et al., 2020 for dose response for seals were used in the PEIR to assess behavioural impacts. Volume 2, Chapter 4: Marine mammals of the Environmental Statement also applies Whyte et al., 2020 for dose response for seals. The author notes that the language around this has resulted in confusion and therefore associated text has been checked and amended, as necessary.	No
Morg_0066_147_020623	S42	Email	Vol 3, annex 3.1 There are discrepancies between figures quoted in this document and those in Volume 2, Chapter 9: Marine Mammals. For example, concurrent piling scenario separation distance stated here are 1km and 25km, while distances in the Marine Mammal chapter are 980m and 28.5km; duration of piling for jacket here is 8hrs and 1 min and in marine mammal chapter is 8 hrs and 2 min. Natural England recommends that both documents are checked thoroughly for consistency. Correct inconsistency in figures stated in this report and Volume 2, chapter 9: Marine Mammals.	The parameters for the Morgan generation Assets have been refined post PEIR and the assessments updated. Volume 2, Chapter 4: Marine Mammals of the Environmental Statement and Volume 3, Annex 3.1: Underwater Sound Technical Report of the Environmental Statement have been aligned throughout.	No
Morg_0066_148_020623	S42	Email	Vol 3, annex 3.1, Appendix A Report no. 22-121-128-01-02 (Rev.02) Natural England defer to Cefas as the underwater noise experts on the suitability of the source level modelling approach used in this report. To note	The Applicant notes your response	No
Morg_0036_007_020623	S42	Email	With respect to Marine Mammals, NRW (A) cannot agree with multiple assessment conclusions in the PEIR, due to either the methodologies used or lack of justification for the approaches taken. We provide advice on the significant further work necessary.	Noted. The Applicant has addressed specific comments from NRW as required.	No
Morg_0036_071_020623	S42	Email	62. Marine mammals. Key issues. Issue 1 approach to assess area disturbed for harbour porpoise. NRW(A) does not agree with the approach taken to assess the area disturbed for harbour porpoise. Only the Effective Deterrent Range (EDR) approach has been used for the assessment of disturbance associated with pile driving during the construction phase to assess harbour porpoise features in the North Anglesey Marine SAC. Based on the modelled contours provided for the ES in volume 2 chapter 9 (figure 9.5) it is difficult to rule out absence of an adverse effect on the North Anglesey Marine SAC for the Maximum Design Scenario (MDS) of two simultaneous monopiles. It is crucial that further information based on noise thresholds is provided as currently NRW(A) could not rule out an adverse effect on site	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted noise threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the Effective Deterrence Range approach for the purposes of the Habitats Regulation Assessment. NRWs position statement (NRW, 2023b) has been reviewed and incorporated to the assessment where relevant.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			integrity for harbour porpoise. NRW (A) recommends that in addition / in parallel to EDRs, an unweighted noise threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) single strike sound exposure level (Brandt et al., 2018; Heinis et al.,2019) should be used to represent the minimum fixed noise threshold at which significant disturbance would occur from impulsive noise sources.		
Morg_0036_072_020623	S42	Email	63. Marine mammals. Key issues. Issue 2 low densities used for harbour porpoise. NRW(A) considers that the proposal to use a peak seasonal density of 0.247 harbour porpoise per km2 to be lower than the more up to date densities supplied from the latest edition of the Marine Mammal Atlas (Evans & Waggit, 2023). In line with what NRW (A) has recommended for previous projects, the most precautionary (or the most scientifically robust) values should be taken forward to the assessment.	The final densities used in the assessment were based on the latest edition of the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as agreed with NRW and other stakeholders via the marine mammals expert working group (EWG) and therefore some values are higher than previously assessed for PEIR.	No
Morg_0036_073_020623	S42	Email	64. Marine mammals. Key issues. Issue 3 inaccuracies and assumptions made regarding noise. The draft PEIR contains a number of inaccuracies and assumptions made with regard to underwater noise disturbance thresholds, level of precaution of the methodologies used, and habituation of marine mammals to noise.	Specific comments on underwater sound thresholds have been addressed as required as per detailed comments.	No
Morg_0036_074_020623	S42	Email	65. Marine mammals. Key issues. Issue 4 inconsistent use of Mus as screening distance. The use of management units (MUs) as the appropriate screening distance has not been consistently followed when screening in projects for the assessment of potential cumulative effects on marine mammals.	The approach to cumulative effects has been revised following discussion with the marine mammal EWG on the appropriate marine mammal Management Units to adopt for each marine mammal species and therefore Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revised following agreement on this approach.	No
Morg_0036_075_020623	S42	Email	66. Marine mammals. Key issues. Issue 5 requirement to assess the two bottlenose dolphin populations separately. The two populations of bottlenose dolphins (Irish Sea (IS) MU, and Offshore Channel and Southwest England (OCSW) MU) will need to be assessed separately. There is no evidence to support the presence of a unified population composed of both MU populations. The modelled results from Interim Population Consequences of Disturbance (iPCoD) are highly sensitive to whether or not the unit of population is appropriate. If the boundaries applied to a management unit / population are incorrect, this will affect the observed population trends. The MUs effectively represent different ecotypes – the IS supports largely coastal bottlenose of which there are only a few hundred, and OCSW is largely offshore ecotype, supporting thousands.	For bottlenose dolphin the approach agreed with the marine mammal EWG was to consider cumulative projects only within the Irish Sea MU and therefore the Offshore Channel and Southwest England MU is no longer included within the cumulative study area for this species.	No
Morg_0036_076_020623	S42	Email	67. Marine mammals. Key issues. Issue 6 requirement to asses [sic.] injury and disturbance from vessel use. While NRW(A) can tentatively agree that it may be unrealistic to assess injury and disturbance from vessel use by presenting a sum of the impact ranges of all vessels within each offshore windfarm, no alternative method has been proposed as an alternative to gauge the impact. The Applicant should assess this impact pathway adequately.	Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered a more detailed approach to assessing vessel sound to provide further quantification of the potential impacts. Empirical data has been gathered from field studies to determine realistic impact ranges and a quantification of the number of animals potentially affected based on densities of key species has been provided. In addition, we have also provided further quantification of the baseline levels of activity as provided in Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement to demonstrate any potential elevation in sound above background levels in the Morgan Array Area.	No
Morg_0036_077_020623	S42	Email	68. Marine mammals. Key issues. Issue 7 No use of noise mitigation. The use of noise mitigation / attenuation technology (e.g. bubble curtains) has not been proposed as a potential mitigation method. Given the impact ranges calculated in Volume 3, annex 3.1: Underwater sound technical report, NRW (A) strongly recommends that these are considered and included in any future mitigation plan.	The assessment of effects has determined that there is only one potential significant effect predicted for the Morgan project alone, for UXO clearance of the maximum UXO size where high order detonation is required. Recognising this and the potential for cumulative effects, the Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	
Morg_0036_078_020623	S42	Email	69. Marine mammals. Key issues. Issue 8 piling effects on grey seal. Barrier effects from piling for grey seal have not been adequately assessed.	Further detail has been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement on barrier effects specifically in relation to any potential elevations in underwater sound close to high density areas for grey seal with evidence derived from recent studies on measurable responses of grey seals to underwater sound as per Whyte et al (2020).	No
Morg_0036_079_020623	S42	Email	70. Marine mammals. Key issues. Issue 9 assessment for inter-related effects needed. Inter-related effects – a proper assessment needs to be carried out.	A detailed assessment of inter-related effects on marine mammals is provided in Volume 2, Chapter 15: Inter-related effects - offshore of the Environmental Statement.	No
Morg_0036_080_020623	S42	Email	71. Marine mammals. Key issues. Issue 10 add (acoustic deterrent devices) duration. NRW (A) do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment as calculated in Volume 3, annex 3.1: Underwater sound technical report. The 30min ADD duration has not been agreed with Statutory Nature Conservation Bodies (SNCBs), and its inclusion obscures the true worst-case scenario that the assessment must be based on. Final ADD duration will be determined post-consent and the Applicant should base assessment on the underwater noise modelling without ADDs and revise any assessments, including cumulative and HRA, that is based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage and a draft will be included with the application.	No
Morg_0036_081_020623	S42	Email	72. Marine mammals. Detailed comments. Clarification request 9.1.3.1, section 9.1.3 study area pg 1 bullet point 2. Given that the Celtic and Irish Seas MU was used as the regional marine mammal study area for cetaceans, NRW (A) recommend clarification is provided regarding MU's used for grey seal, in order to include all marine mammals in the defined study area.	A full description of the appropriate Management Units (MUs) for grey seal is provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and further clarification has been sought on this via consultation with the marine mammal EWG. The grey seal reference population (GSRP) combines Seal MUs in the Irish Sea together with estimates from grey seal populations in the Isle of Man, east of Ireland and southeast of Ireland. The numbers affected has also been compared to the wider OSPAR region III for additional context.	No
Morg_0036_082_020623	S42	Email	73. Marine mammals. Detailed comments. Table 9.6. (issue 1) During EWG03 (17th November 2022), and in subsequent written comments, NRW (A)recommended that when assessing the area disturbed for harbour porpoise, in parallel to EDRs, an unweighted noise threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) single strike sound exposure level (Brandt et al., 2018; Heinis et al., 2019) should be used to represent the minimum fixed	NRW's position statement (NRW, 2023b) has been reviewed and subsequently the approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) has been presented in the Volume 2, Chapter 4: Marine mammals of the Environmental Statement to represent a fixed sound threshold at which	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			noise threshold at which significant disturbance would occur from impulsive noise sources. NRW (A) note that this has not been recorded in this table and advise that this is clarified.	significant disturbance could occur. This has been carried forward to the HRA and presented alongside the effective deterrence range (EDR) as an area-based threshold for the purposes of understanding potential overlap with SAC habitat.	
Morg_0036_083_020623	S42	Email	74. Marine mammals. Detailed comments. Table 9.7, section 9.4. NRW (A) note that the newest version of the marine mammal atlas (Evans & Waggitt, 2023) has not been included in the summary list of key desktop reports.	Data from Evans and Waggitt (2023) has been provided by NRW and subsequently included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_084_020623	S42	Email	75. Marine mammals. Detailed comments. Further assessment required to support conclusions, proposed harbour porpoise density considerably lower than other options (issue 2). Instances found in the following locations: • Table 9.8, Harbour porpoise, pg 13 • 9.8.3.28-9.8.3.30, pg 38 • 9.8.3.43 – 9.8.3.48, pg 39-40 • 9.8.3.125 & 9.8.3.129, pg 55 • 9.8.4.9, pg 56-57 NRW (A) consider that the proposal to use a peak seasonal density of 0.247 harbour porpoise per km2 to be lower than the more up to date densities supplied from the latest edition of the Marine Mammal Atlas (Evans & Waggit, 2023). In line with what NRW (A) has recommended for previous projects, the most precautionary (or the most scientifically robust) values should be taken forward to the assessment.	Thank you for this detailed response. The densities from Evans and Waggitt (2023) have been provided by NRW and taken forward to Volume 2, Chapter 4: Marine mammals of the Environmental Statement. Subsequently the densities provided in the PEIR have been replaced with a more precautionary estimate from the updated Welsh Marine Mammal Atlas. The density of harbour porpoise used in Volume 2, Chapter 4: Marine mammals of the Environmental Statement is 0.277 animals per km2.	No
Morg_0036_085_020623	S42	Email	76. Marine mammals. Detailed comments. Although Morgan is located within Scans III Block F (density = 0.086 / km2), it is reasonable to expect that noise disturbance would also overlap into Block E (density = 0.239 / km2) where densities are higher. In previous consultations / EWGs, to avoid the potential complexities of using two densities in the assessment, NRW (A) advised (and provided) the use of densities taken from the newest version of the Marine Mammal Atlas (Evans & Waggitt, 2023), and are based on 30 years of sightings data. Density values provided for the Morgan array area and Morgan study area were 0.258 / km2 and 0.260 / km2 respectively, both of which show higher densities than the proposed peak seasonal density.	Data from Evans and Waggitt (2023) has been provided by NRW and subsequently included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_086_020623	S42	Email	77. Marine mammals. Detailed comments. NRW (A) therefore advise that any assessments of magnitude and significance, population modelling, and conclusions for harbour porpoise in the PEIR documents are revised with an updated density.	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_087_020623	S42	Email	78. Marine mammals. Detailed comments. Further evidence required to support conclusion, bottlenose dolphin densities. With reference to the following sections of the report; • Table 9.8, Bottlenose dolphin, pg 13 • 9.8.3.42, pg 39 • 9.8.3.50, pg 42 NRW (A) note that for bottlenose dolphin, a precautionary approach has been taken by using the outer Cardigan Bay density (0.035 / km2) within a 6km region from the coastline, rather than the Scans III block E densities (0.0082 / km2).	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_088_020623	S42	Email	79. Marine mammals. Detailed comments. Further evidence required to support conclusion, bottlenose dolphin densities. NRW (A) have previously advised (and provided) the use of	Thank you for this detailed response. The densities from Evans and Waggitt (2023) have been provided by NRW and taken forward to Volume	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			densities taken from the newest version of the Marine Mammal Atlas (Evans & Waggitt, 2023), and are based on 30 years of sightings data. Density values provided for the Morgan array area and Morgan study area were 0.0011/ km2 and 0.0012 / km2 respectively.	2, Chapter 4: Marine mammals of the Environmental Statement. Subsequently the densities provided in the PEIR have been replaced with a more precautionary estimate from the updated Welsh Marine Mammal Atlas. The density of bottlenose dolphin used in Volume 2, Chapter 4: Marine mammals of the Environmental Statement is 0.0017 animals per km2 and is considered across all offshore waters rather than being confined to coastal waters as per this advice.	
Morg_0036_089_020623	S42	Email	80. Marine mammals. Detailed comments. Further evidence required to support conclusion, bottlenose dolphin densities. NRW (A) does not recommend that water depth or distance from the coastline alone be used to predict density distributions since more is at play. NRW (A) has explored the notion against existing bottlenose dolphin monitoring data in Wales with our contractors on the monitoring project, and confirm the lack of a clear division across depth contours or distance from the coastline. Ideally the predictive outputs from the GLM-GEE models which link 30 years of sightings and effort data with a number of other parameters should be used to derive relevant densities. While the SCANS surveys provide sightings, density and abundance estimates at a wide spatial scale, the surveys are conducted during a single month, every 11 years and therefore do not provide fine scale temporal or spatial information on species abundance and distribution. This can be an issue for marine mammal species with seasonal distributions.	The densities from Evans and Waggitt (2023) have been provided by NRW and taken forward to Volume 2, Chapter 4: Marine mammals of the Environmental Statement. Subsequently the densities provided in the PEIR have been replaced with a more precautionary estimate from the updated Welsh Marine Mammal Atlas. The density of bottlenose dolphin used in Volume 2, Chapter 4: Marine mammals of the Environmental Statement is 0.0017 animals per km2 and is considered across all offshore waters rather than being confined to coastal waters as per this advice.	No
Morg_0036_090_020623	S42	Email	81. Marine mammals. Detailed comments. Further evidence required to support conclusion, bottlenose dolphin densities. While NRW (A) still recommends the use of density values from the latest Marine Mammal Atlas, in view of the similarities between the two sets of densities, however, NRW (A) would not anticipate any changes to the conclusions made for bottlenose dolphin assessment.	Response noted. The conclusions of the impact assessment have been reviewed based on the amended densities for bottlenose dolphin and there is no change to the conclusions of the impact assessment.	No
Morg_0036_091_020623	S42	Email	82. Marine mammals. Detailed comments. Further evidence required to support conclusion, bottlenose dolphin densities. Further justification needs to be provided regarding the statement: “It can be reasonably assumed that most bottlenose dolphin given their coastal distribution, will be located within a 6km region from the coastline.”	Response noted. Further text has been added: e.g. '6 km area from the coast (Feingold and Evans, 2014)' in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and ' In Anglesey for example, the majority (83%) of sightings by Seawatch Foundation (SWF) were located within 6 km from the coastline (Feingold and Evans, 2014)' in Volume 4, Annex 4.1: Marine Mammal Technical Report of the Environmental Statement.	No
Morg_0036_092_020623	S42	Email	83. Marine mammals. Detailed comments. Clarification required. Table 9.10. NRW (A) note that the abundance for the OSPAR Region III MU given here (60,780) is the Nmin for that population. Clarification is required regarding the choice of Nmin over N (64,854).	The OSPAR Region III population presented was the most conservative for the assessment (i.e. quantification presented against the smallest population in this region to give a larger proportion potentially affected).	No
Morg_0036_093_020623	S42	Email	84. Marine mammals. Detailed comments. Inclusion of further mitigation required (issue 7) With reference to Table 9.16, Tertiary measures: Measures required to meet legislative requirements, or adopted standard industry practice, Section 9.7 -Measures adopted as part of the Morgan Generation Assets, pg 28, please see paragraph 68 regarding underwater noise mitigation. While there is the potential that mitigation might not be formally required for the purposes of removing AEOSI (Adverse Effect On Site Integrity) in Habitats Regulations Assessment (HRA) or reducing significant effects in EIA, mitigation should be incorporated in accordance with industry best practice to reduce effects in relation to EPS (European Protected Species) protection.	The assessment of effects has determined that there is only one potential significant effect predicted for the Morgan project alone, for UXO clearance of the maximum UXO size where high order detonation is required. Recognising this and the potential for cumulative effects, the Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy, an outline	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	
Morg_0036_094_020623	S42	Email	85. Marine mammals. Detailed comments. Use of D/R curves and recommendations. With reference to 9.8.2.10 - 9.8.2.12, Section 9.8.2 Underwater sound and marine mammals, pg 31-pg 32. NRW (A) suggest using the word “representative” instead of “precautionary” when referring to the use of the D/R curve from Graham et al. (2017) to assess behavioural disturbance for harbour porpoise, since D/R curves are more representative of actual animal response in the field (which tends to be more probabilistic).	Response noted. In the application for consent, terminology has been changed from 'precautionary' to 'representative' with respect to discussion of dose-response and harbour porpoise using Graham et al (2017). For other species, the dose-response is expected to be precautionary as highlighted by NRW.	No
Morg_0036_095_020623	S42	Email	86. Marine mammals. Detailed comments. Use of D/R curves and recommendations. The term precautionary still applies when applying a harbour porpoise D/R curve to other cetacean species such as bottlenose dolphin and minke whale, as both these species are likely to be less sensitive than harbour porpoise to behavioural disturbance.	Response noted. In the application for consent, terminology has been changed from 'precautionary' to 'representative' with respect to discussion of dose-response and harbour porpoise using Graham et al (2017). For other species, the dose-response is expected to be precautionary as highlighted by NRW.	No
Morg_0036_096_020623	S42	Email	87. Marine mammals. Detailed comments. Use of D/R curves and recommendations. NRW (A) recommend including references to studies by Gotz and Janik (2010) and Aarts et al. (2017) which showed that grey seal and harbour seal showed similar avoidance reactions to the same noise source. This should help provide further evidence that harbour seal D/R curves are also appropriate for grey seal.	Text added to Volume 2, Chapter 4: Marine mammals of the Environmental Statement: 'Other studies have shown similar avoidance reactions for both grey seal and harbour seal to the same noise source (e.g. Gotz and Janik, 2010; Aarts et al. 2017), and therefore provides justification that harbour seal dose response curves are also appropriate for grey seal.'	No
Morg_0036_097_020623	S42	Email	88. Marine mammals. Detailed comments. Inaccuracies and assumptions regarding behavioural disturbance estimates (issue 3). With reference to sections: • 9.8.3.40, Section 9.8.3 – Behavioural disturbance, pg 40 • 9.8.3.50, pg 42 NRW (A) disagree with the conclusion presented here that the extent of disturbance (from piling) is likely to be an overestimate (particularly when estimating impact ranges for harbour porpoise) due to impulsive noise losing its characteristics with range. This argument is valid when estimating impact ranges for Permanent Threshold Shift (PTS)/Temporary Threshold Shift (TTS), however cannot be valid when assessing behavioural disturbance based on dose response curves. This is because dose response curves are obtained from field observations, where animals react to the noise they receive at their location.	Response noted and the Applicant agrees that the dose response is based on observed probability of a behavioural response during piling. That distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve was based on a piling at much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets. Therefore, whilst the assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143 dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated underwater sound from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. We have added further text to the assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context.	No
Morg_0036_098_020623	S42	Email	89. Marine mammals. Detailed comments. Inaccuracies and assumptions regarding behavioural disturbance estimates (issue 3). Therefore the argument for precaution cannot be made if the assessment is based on observed reactions. Furthermore, the caveats discussed in Southall et al. (2021) refer to impulsive exposure criteria for PTS/TTS and not behavioural disturbance.	Response noted and the Applicant agrees that the dose response is based on observed probability of a behavioural response during piling. That distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates with distance and reflects the current understanding of the transition from impulsive to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				continuous sound. The dose response curve was based on a piling at much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets. Therefore, whilst the assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143 dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated underwater sound from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. We have added further text to the assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context.	
Morg_0036_099_020623	S42	Email	90. Marine mammals. Detailed comments. Inaccuracies and assumptions regarding behavioural disturbance estimates (issue 3). NRW (A) agree that disturbance ranges for bottlenose dolphin and minke whale may be overestimates, since these were based on harbour porpoise dose response curves. The indication from the literature seems to be that bottlenose dolphin, and minke whale are more tolerant to noise. Anecdotal / qualitative observations also suggest that these species behave very differently from harbour porpoise. Therefore, applying a D/R curve from a more sensitive species to a less sensitive species is likely to result in overestimates of disturbance, which, while not ideal, might be considered a precautionary approach. Having said that, one needs to consider that the sound energy of pile driving is highest in the low frequency range, and overlaps more with the hearing range of a minke whale than that of a harbour porpoise - pile strikes of the same unweighted single-strike SEL are therefore louder for a minke whale than a harbour porpoise. For minke whale, though, the limited evidence available from studies with sonar seems to indicate that they're less sensitive by about 40-50 dB (Kvadsheim et al., 2017; Sivle et al., 2015; Tougaard, 2021).	Response noted and the Applicant agrees that the dose response is based on observed probability of a behavioural response during piling. That distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve was based on a piling at much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets. Therefore, whilst the assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143 dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated underwater sound from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. We have added further text to the assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context.	No
Morg_0036_100_020623	S42	Email	91. Marine mammals. Detailed comments. Further assessment required to support conclusions for North Anglesey Marine SAC (issue 1) Figure 9.5, pg 41. Please see paragraph 62 regarding adverse effects on North Anglesey Marine SAC from monopiles. As also mentioned in paragraph 75, during EWG02 (July 2022) and EWG03 (November 2022), and in subsequent written comments, NRW (A) recommended that in addition / in parallel to EDRs, an unweighted noise threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) single strike sound exposure level (Brandt et al., 2018; Heinis et al., 2019) should be used to represent the minimum fixed noise threshold at which significant disturbance would occur from	NRW's position statement (NRW, 2023b) has been reviewed and subsequently the approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) has been presented in the Volume 2, Chapter 4: Marine mammals of the Environmental Statement to represent a fixed sound threshold at which significant disturbance could occur. This has been carried forward to the HRA and presented alongside the effective deterrence range (EDR) as an	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			impulsive noise sources. This fixed noise threshold is the modelled average of six different studies of full-scale pile driving operations and thereby represents a large amount of empirical data (Tougaard 2021). Following bespoke noise modelling the 143 dB re 1µPa noise contour should be displayed on a map of the area to determine the extent of the SAC that would be ensonified to this level of noise disturbance.	area-based threshold for the purposes of understanding potential overlap with SAC habitat.	
Morg_0036_101_020623	S42	Email	92. Marine mammals. Detailed comments. Further assessment required to support conclusions for North Anglesey Marine SAC (issue 1). Further information on NRW (A)'s approach to assessing disturbance from piling for harbour porpoise can be obtained from our recent position statement (NRW, 2023b).	NRW's position statement (NRW, 2023b) has been reviewed and subsequently the approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa (or 103 dB re 1µPa VHF-weighted) has been presented in the Volume 2, Chapter 4: Marine mammals of the Environmental Statement to represent a fixed sound threshold at which significant disturbance could occur. This has been carried forward to the HRA and presented alongside the effective deterrence range (EDR) as an area-based threshold for the purposes of understanding potential overlap with SAC habitat.	No
Morg_0036_102_020623	S42	Email	93. Marine mammals. Detailed comments. Further assessment required to support conclusions - grey seal behavioural disturbance (issue 8). With reference to 9.8.3.74 – 9.8.3.75, Section 9.8.3 – Behavioural disturbance, pg 44, predicted seal responses (based on analyses of 23 of the tagged harbour seals) in reaction to piling noise taken from the Whyte et al. (2020) study are being compared to a general fixed noise threshold (based on mysticete reactions to airgun noise) to enable a conclusion of no effect. Given that response data to piling noise for seal species exists, comparison against a different threshold is unnecessary. This assessment should be revised, using only the results from the Whyte et al. (2020) study.	Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been amended to refer to Whyte et al 2020 only.	No
Morg_0036_103_020623	S42	Email	94. Marine mammals. Detailed comments. Further assessment required to support conclusions - grey seal behavioural disturbance (issue 8). Clarification is needed with regard to how the 135 dB Singe-strike Sound Exposure Level (SELss) value was obtained. Russell et al. (2016) generated population-level predictions of the at-sea density of seals during piling and breaks in piling. Whyte et al. [2020] then carried out further work looking at how the predicted percentage change in seal density (between non-piling and piling) relates to both the (a) distance from the centre of the wind farm and (b) the predicted received SELss at each cell location. They also quantified how the relationships between predicted seal density and distance / received SELss changed for both cumulative (zones of increasing distance, where each increment represents all cells equal or less than that distance) and annulus approaches (where each increment represents the previous 5 km).	Volume 2, Chapter 4: Marine mammals of the Environmental Statement uses the data from Whyte et al (2020). Text with respect to these response thresholds has been checked and amended, as necessary.	No
Morg_0036_104_020623	S42	Email	95. Marine mammals. Detailed comments. Further assessment required to support conclusions - grey seal behavioural disturbance (issue 8). Russell et al. (2016), using cumulative zones, predicted a significant decrease in seal density from received levels above 140–155 dB SELss. Whereas Whyte et al. (2020) predicted significant decreases ≥140 dB SELss, and ≥145 dB SELss when using annulus rather than cumulative zones (Table IV of Whyte et al. [2020]).	Volume 2, Chapter 4: Marine mammals of the Environmental Statement uses the data from Whyte et al (2020). Text with respect to these response thresholds has been checked and amended, as necessary.	No
Morg_0036_105_020623	S42	Email	96. Marine mammals. Detailed comments. Further assessment required to support conclusions - grey seal behavioural disturbance (issue 8). With reference to paragraph 9.8.3.75 of the report, we believe the reference to Carter et al. (2022) is incorrect. Please can the applicant provide clarification on the origin of the quote used within this section.	The reference to foraging range of 448 km in paragraph 9.8.3.75 of the PEIR, as reported in Carter et al., 2022 has been checked and verified.	No
Morg_0036_106_020623	S42	Email	97. Marine mammals. Detailed comments. Further assessment required to support conclusions - grey seal behavioural disturbance (issue 8). Given the information above, and the location of either the 145 dB SELss or the 140 dB SELss contours in Figure 9.8, NRW (A)	Volume 2, Chapter 4: Marine mammals of the Environmental Statement has presented a more detailed assessment of impacts on seal haul outs as suggested by the marine mammal EWG with specific feedback from Natural England.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			recommend that the assessment be revised here and in the cumulative assessment, particularly in view of the haul out present in the Dee estuary.		
Morg_0036_107_020623	S42	Email	98. Marine mammals. Detailed comments. Inaccuracies and assumptions - UXO Clearance (issue 3). With reference to 9.8.4.19, Section 9.8.4 – Injury and disturbance to marine mammals from elevated underwater noise during UXO clearance, pg 59, NRW (A) disagree with the statement that the onset of TTS also reflects the threshold at which behavioural displacement could occur. The use of an inherently less conservative TTS threshold is done to counterbalance the precautionary nature of current models. This is because a TTS threshold marks the boundary between the most severe levels of disturbance and the start of physical impacts on the auditory system. Therefore the TTS threshold does not “correspond to a moving away or fleeing response”.	Response noted. Our use of the terminology 'fleeing response' or an animal 'moving away' is intended to reflect a strong behavioural response as an animal would be displaced from an area. However, in line with NRW's advice, the language around TTS with respect to UXO clearance has been amended to reflect that this is a significant disturbance in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_108_020623	S42	Email	99. Marine mammals. Detailed comments. Inaccuracies and assumptions - UXO Clearance (issue 3). In the context of its use as a proxy when paired with current models for UXO detonation, the TTS threshold is assumed to indicate significant disturbance.	We have amended the language in the tables in section 4.8.4 (Table 4.34, 4.35, 4.36, 4.37, 4.38, 4.39) and section 4.10.4 (Tables 4.60, 4.61) in Volume 2, Chapter 4: Marine mammals of the Environmental Statement, to reflect this has been assessed as a strong disturbance (behavioural displacement) rather than TTS. Note that we do not use the terminology 'significant disturbance' as this would lead to confusion where we assess the significance of the impact and therefore instead apply the term 'strong disturbance'.	No
Morg_0036_109_020623	S42	Email	100. Marine mammals. Detailed comments. Further assessment required to support conclusion - UXO Clearance. With reference to the following sections of the report: • 9.8.4.19-24, Section 9.8.4 – Injury and disturbance to marine mammals from elevated underwater noise during UXO clearance, pg 59-60 • 9.8.4.32, pg 61 • 9.8.4.33 – 9.8.4.40 pg 61 – 62 NRW (A) agree with the approach to using TTS thresholds as a proxy for assessing behavioural disturbance from UXO. However, this section has been assessed in terms of hearing impairment rather than in terms of significant behavioural disturbance. While NRW (A) anticipate agreeing with a conclusion of minor adverse significance, this section should be revised and assessed appropriately. Relevant tables (9.34 – 9.36) should also be updated accordingly as these currently refer to the number of animals with the potential to experience TTS, rather than significant disturbance.	We have amended the language in the tables in section 4.8.4 (Table 4.34, 4.35, 4.36, 4.37, 4.38, 4.39) and section 4.10.4 (Tables 4.60, 4.61) in Volume 2, Chapter 4: Marine mammals of the Environmental Statement, to reflect this has been assessed as a strong disturbance (behavioural displacement) rather than TTS. Note that we do not use the terminology 'significant disturbance' as this would lead to confusion where we assess the significance of the impact and therefore instead apply the term 'strong disturbance'.	No
Morg_0036_110_020623	S42	Email	101. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use etc. (issue 3). With reference to 9.8.5.11, Section 9.8.5 - Injury and disturbance to marine mammals from elevated underwater sound due to vessel use and other activities, pg 63, reference is made to paragraph 9.8.2.5 with respect to PTS impact ranges from vessels being overestimates. NRW (A) note that section 9.8.2.5 refers to impulsive noise, whereas noise from vessels is continuous. Thus assumptions made for impulsive noise do not apply. Justification should be provided for the statement that “however ranges indicated are likely to be overestimates.”	Reference to Finneran and Jenkins 2012 has been added to Volume 2, Chapter 4: Marine mammals of the Environmental Statement, but caveated that this is not suitable for UXO in this case. The cross reference provided in the PEIR was incorrect so this has now been amended and further justification provided with respected to vessel range estimates in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_111_020623	S42	Email	102. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use etc. (issue 3). With reference to paragraph 9.8.5.17 Section 9.8.5 - Injury and disturbance to marine mammals from elevated underwater sound due to vessel use and other activities, pg 64, 120 dB SPLrms is the threshold for onset of level B harassment, and so conclusions drawn within the paragraph regarding there being no distinction between mild and strong disturbance and therefore not all animals found within the ranges stated in table 9.37 will be disturbed, is incorrect. This statement should be removed, and any related conclusions in the PEIR documents based on this statement amended.	There is no differentiation for minor/major disturbance for continuous sound, such as shipping, just one single threshold (120dB) for a level B harassment has been used. Reference to NMFS 2005 has been added changes to text to clarify in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_112_020623	S42	Email	103. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use etc. (issue 3). Fixed noise thresholds are set based on behavioural data to assume disturbance will occur beyond at or above this level. Thus a 100% rate of disturbance should be assumed when applying a fixed noise threshold.	We note NRW comment on fixed thresholds vs dose-response and highlight that the Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_113_020623	S42	Email	104. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use etc. (issue 3). It can further be argued that fixed noise thresholds can be considered to be under precautionary as they have been shown to underestimate the number of disturbed animals vs a D/R curve (Tyack & Thomas, 2019; Southall et al., 2021). Tyack & Thomas (2019) demonstrated that using a fixed noise threshold, can underestimate numbers by a factor of 280 versus a dose-response function.	We note NRW comment on fixed thresholds vs dose-response and highlight that the Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_114_020623	S42	Email	105. Marine mammals. Detailed comments. Further assessment required to support conclusions for impacts from underwater sound from vessel use etc (issue 6). With reference to 9.8.5.17, Section 9.8.5 - Injury and disturbance to marine mammals from elevated underwater sound due to vessel use and other activities, pg 63, while NRW(A) may agree that it may be unrealistic to assess injury and disturbance from vessel use by presenting a sum of the impact ranges of all vessels, no alternative method has been proposed as an alternative to gauge the impact other than a conclusion that “As such, this value has not been quantified.”	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. There is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, however, sound thresholds do not take into account background sound levels. In areas with high background levels (i.e. with high levels of maritime traffic) it is possible that sound from additional vessels will not exceed existing sound levels. This makes it very difficult to provide a quantitative impact assessment. However, additional empirical evidence of measured distances at which sensitive species are likely to response has been reviewed and as recommended, also looked at the assessment for Wylfa Newydd as an example. The assessment approach has been modified to give additional quantification as to the potential effects from vessel disturbance, although unlike the example given, do not multiply by the number of vessels as we consider that this does not present a realistic assessment as it does not consider stationary vessels nor does it account for any spatial overlap in contours where vessels may be operating in close proximity.	No
Morg_0036_115_020623	S42	Email	106. Marine mammals. Detailed comments. Further assessment required to support conclusions for impacts from underwater sound from vessel use etc (issue 6). Given the weight of evidence showing the impacts of vessel noise (as highlighted in sections 9.8.5.22 – 9.8.5.30 of this report for harbour porpoise alone) the Applicant needs to assess this impact pathway adequately particularly given the predicted impact ranges of up to 28 km.	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. There is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, however, sound thresholds do not take into account background sound levels. In areas with high background levels (i.e. with high levels of maritime traffic) it is possible that sound from additional vessels will not exceed existing sound levels. This makes it very difficult to provide a quantitative impact assessment. However, additional empirical evidence of measured distances at which sensitive species are likely to response has been reviewed and as recommended, also looked at the assessment for Wylfa Newydd as an example. The assessment approach has been modified to give additional quantification as to the potential effects from vessel disturbance, although unlike the example given, do not multiply by the number of vessels as we consider that this does not present a realistic assessment as it does not consider stationary vessels nor does it account for any spatial overlap in contours where vessels may be operating in close proximity.	No
Morg_0036_116_020623	S42	Email	107. Marine mammals. Detailed comments. Further assessment required to support conclusions for impacts from underwater sound from vessel use etc (issue 6). NRW (A) suggest, for example, following an approach similar to the Wylfa Newydd project (5.2 Shadow Habitats Regulations Assessment Report).	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. There is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, however, sound thresholds do not take into account background sound levels. In areas with high background levels (i.e. with high levels of	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				maritime traffic) it is possible that sound from additional vessels will not exceed existing sound levels. This makes it very difficult to provide a quantitative impact assessment. However, additional empirical evidence of measured distances at which sensitive species are likely to response has been reviewed and as recommended, also looked at the assessment for Wylfa Newydd as an example. The assessment approach has been modified to give additional quantification as to the potential effects from vessel disturbance, although unlike the example given, do not multiply by the number of vessels as we consider that this does not present a realistic assessment as it does not consider stationary vessels nor does it account for any spatial overlap in contours where vessels may be operating in close proximity.	
Morg_0036_117_020623	S42	Email	108. Marine mammals. Detailed comments. Further assessment required to support conclusions for impacts from underwater sound from vessel use etc (issue 6). NRW (A) note that conclusions on magnitude and significance for the operational and decommissioning phases may need to be reviewed and updated based on the assessment for the construction phase.	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. There is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, however, sound thresholds do not take into account background sound levels. In areas with high background levels (i.e. with high levels of maritime traffic) it is possible that sound from additional vessels will not exceed existing sound levels. This makes it very difficult to provide a quantitative impact assessment. However, additional empirical evidence of measured distances at which sensitive species are likely to response has been reviewed and as recommended, also looked at the assessment for Wylfa Newydd as an example. The assessment approach has been modified to give additional quantification as to the potential effects from vessel disturbance, although unlike the example given, do not multiply by the number of vessels as we consider that this does not present a realistic assessment as it does not consider stationary vessels nor does it account for any spatial overlap in contours where vessels may be operating in close proximity.	No
Morg_0036_118_020623	S42	Email	109. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use et (issue 3). With reference to 9.8.5.31 – 9.8.5.32, Section 9.8.5 - Injury and disturbance to marine mammals from elevated underwater sound due to vessel use and other activities, pg 65-66, NRW (A) note that for both the project alone and cumulatively, the conclusions made when assessing the impacts of vessel noise are very much underpinned by the general assumption that the “introduction of vessels during construction and operations and maintenance phases of the projects will not be a novel impact for marine mammals present in the area and therefore marine mammals are anticipated to demonstrate some degree of habituation to sound from vessels.”	Thank you for the detailed response on this point. We note the information provided and have amended the language regarding use of the terminology 'habituation to disturbance'. Additional discussion in relation to Wisniewska (2018) and other relevant studies from the published literature have been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_119_020623	S42	Email	110. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use et (issue 3). NRW(A) contends that the term “habituation” is being used correctly in this PEIR when describing wildlife responses to underwater stimuli. Here evidence that a particular disturbance has little or no effect (specific to the metric being measured) is being referred to as habituation to support conclusions that the animals are not adversely affected by human activities. It is more likely that impact studies referred to as evidence of “habituation” documented differences in levels of tolerance to a stressor. Proof that habituation had occurred would require long-term sequential measurements of responses by individuals to controlled stimuli. Furthermore, conclusions based on behavioural responses do not tend to consider physiological responses that typically have no visible, external indicator and are thus not readily detectable in free-ranging animals. NRW (A) recommend	Thank you for the detailed response on this point. We note the information provided and have amended the language regarding use of the terminology 'habituation to disturbance'. Additional discussion in relation to Wisniewska (2018) and other relevant studies from the published literature have been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			that any related conclusions in the PEIR documents based on such assumptions are amended and checked throughout.		
Morg_0036_120_020623	S42	Email	111. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from vessel use et (issue 3). It should not be assumed that tolerance to a stressor is evidence of absence of detrimental consequences for targeted animals. NRW (A) recommend that any related conclusions in the PEIR documents based on such assumptions are amended and checked throughout.	Further information on baseline levels of vessel activity has been provided in the marine mammals assessment from Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement.	No
Morg_0036_121_020623	S42	Email	112. Marine mammals. Detailed comments. Further evidence required to support conclusion - impacts from underwater sound from vessels and other activities. With reference to paragraph 9.8.5.31, Section 9.8.5 - Injury and disturbance to marine mammals from elevated underwater sound due to vessel use and other activities, pg 65, it is suggested within this paragraph that an increase in traffic levels in the vicinity of Morgan Generation Asset won't result in high levels of disturbance due to the already high activity levels in Liverpool Bay. The applicant should justify this statement by providing further information on baseline levels of vessel traffic and marine noise in the area.	Thank you for the detailed response on this point. We note the information provided and have amended the language regarding use of the terminology 'habituation to disturbance'. Additional discussion in relation to Wisniewska (2018) and other relevant studies from the published literature have been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_122_020623	S42	Email	113. Marine mammals. Detailed comments. Further evidence required to support conclusions - collision risk. With reference to paragraph 9.8.6.11 Section 9.8.6 - Increased risk of injury of marine mammals due to collision with vessels, the paragraph states that it is likely marine mammals will avoid vessels as they are disturbed by the underwater sound they produce, and so there is reduced collision risk. However, we note that when assessing impacts from vessel noise, the applicant suggested that marine mammals will likely be tolerant to vessel noise (Volume 2, chapter 9: Marine Mammals, 9.8.6.11, pg 69, although there are other occurrences throughout the report where this is suggested), which is contradictory. It is also stated in paragraph 9.8.6.11 within the report that there is likely to be a medium potential for recovery. We request that further information is provided to support this statement	Further information on baseline levels of vessel activity has been provided in the marine mammals assessment from Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement.	No
Morg_0036_123_020623	S42	Email	114. Marine mammals. Detailed comments. Clarification request - impacts from underwater sound from investigation surveys. With reference to paragraph 9.8.7.2, Section 9.8.7 – Injury and disturbance to marine mammals from elevated underwater sound during site investigation surveys, pg 70, further detailed information should be provided on the metrics / criteria used to classify sonar pulses as non-impulsive noise, both here and/or in Volume 3, annex 3.1: Underwater sound technical report of the PEIR. Sonar pulses, both High Frequency (HF) pulses from multibeam sonars and echosounders as well as lower frequency pulses from naval sonar, are grouped by the American regulator (NMFS, 2018) with the non-impulsive sources due to their narrowband nature, but sonar pulses are considered impulsive by the European Union Expert Group on Noise (Dekeling et al., 2014).	Additional text has been provided in Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement in discussion of direct characteristics of the source sounds in relation to the position of marine mammals.	No
Morg_0036_124_020623	S42	Email	115. Marine mammals. Detailed comments. Inaccuracies and assumptions on impacts from underwater sound from investigation surveys (issue 3). With reference to 9.8.7.12 & 9.8.7.14, Section 9.8.7 – Injury and disturbance to marine mammals from elevated underwater sound during site investigation surveys, pg 71, please see comments made in paragraph 102 regarding thresholds for disturbance.	There is no differentiation for minor/major disturbance for continuous sound, such as shipping, just one single threshold (120dB) for a level B harassment has been used. Reference to NMFS 2005 has been added changes to text to clarify in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_125_020623	S42	Email	116. Marine mammals. Detailed comments. Inaccuracies and assumptions with impacts from underwater sound from investigation surveys (issue 3). With reference to paragraph 9.8.7.30, Section 9.8.7 – Injury and disturbance to marine mammals from elevated underwater sound during site investigation surveys, pg 73, while NRW (A) would accept an overall sensitivity of medium, no evidence is provided to support the conclusions drawn on marine mammals' ability to adapt their behaviour and tolerate increased levels of underwater noise.	Further justification and evidence has been added to support this statement in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_126_020623	S42	Email	117. Marine mammals. Detailed comments. Clarification request - future monitoring. With reference to paragraph 9.8.10.1, Section 9.8.10 – Future monitoring, pg 78, Further information should be provided with regard to the statement that: “No marine mammal monitoring to test the predictions made within the impact assessment is considered necessary”.	An Offshore In-principle Monitoring Plan (Document Reference J11) has been included in the Morgan Generation Assets application, which will be discussed and agreed with stakeholders once there is a final detailed design agreed.	No
Morg_0036_127_020623	S42	Email	118. Marine mammals. Detailed comments. Further assessment required to support conclusions - cumulative effects assessment methodology. With reference to Table 9.41 tier 2, Section 9.9 Cumulative effects assessment methodology, pg 81, NRW (A) recommend the inclusion of Project Valorous to the list of projects screened in for the cumulative effects assessment as this project is currently in pre-application phase	Project Valarous has been added to the CEA long list of projects and considered in assessments in Tier 3 where relevant. Refer to Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4)	No
Morg_0036_128_020623	S42	Email	119. Marine mammals. Detailed comments. Further assessment required to support conclusions (issue 4) maximum design scenario. With reference to Table 9.43, Section 9.9.2 – Maximum design scenario, pg 85-86, The use of MU’s as the appropriate screening distance has not been applied consistently when screening in projects for the assessment of potential cumulative effects on marine mammals.	Further discussion with the marine mammal EWG has taken place with respect to the cumulative screening area. The screening areas were based on the relevant reference populations, although maximum CEA extent for cetaceans was agreed as the Celtic and Irish Seas MU (harbour porpoise). For grey seal, the relevant reference population was considered to be the GSRP which combined SMUs in the Irish Sea together with grey seal units in Ireland and the IoM waters. This was presented to the EWG in a technical note. Upon discussion from this technical note, the CEA screening area for grey seals will be OSPAR Region III (but including OWF projects only to allow a proportionate approach).	No
Morg_0036_129_020623	S42	Email	120. Marine mammals. Detailed comments. Further assessment required to support conclusions (issue 4) maximum design scenario. For example, for injury and disturbance from UW sound generated during piling and UXO detonation, only the Irish Sea and wider Celtic Sea MU were used. As agreed in previous EWGs, using the Irish and Celtic sea area as a screening distance for other cetacean species is a proportionate measure. For grey seal, the OSPAR Region III interim MMMU (Marine Mammal Management Unit) should ideally be used to screen in projects that may potentially have cumulative effects on the grey seal population. If a smaller area (or other approach) is proposed for grey seal and justified, NRW (A) would not anticipate ruling it out.	Further discussion with the marine mammal EWG has taken place with respect to the cumulative screening area. The screening areas were based on the relevant reference populations, although maximum CEA extent for cetaceans was agreed as the Celtic and Irish Seas MU (harbour porpoise). For grey seal, the relevant reference population was considered to be the GSRP which combined SMUs in the Irish Sea together with grey seal units in Ireland and the IoM waters. This was presented to the EWG in a technical note. Upon discussion from this technical note, the CEA screening area for grey seals will be OSPAR Region III (but including OWF projects only to allow a proportionate approach).	No
Morg_0036_130_020623	S42	Email	121. Marine mammals. Detailed comments. Further assessment required to support conclusions (issue 4) maximum design scenario. For screening in projects for the assessment of injury and disturbance from preconstruction site investigation surveys a screening distance of up to 31 km was selected. Marine mammal populations are wide ranging, and management units appropriately capture the range of such populations. The purpose of the cumulative assessment is to assess the impact of all projects whose construction phases overlap temporally with the construction phase for the Morgan Offshore Wind Project and could potentially impact a population within a given MU. Thus all projects that fall within that MU should be screened in.	The approach to the CEA for site investigation surveys was revised for the Environmental Statement and presented to the EWG in a technical note. The approach has used the species-specific CEA areas (rather than the maximum modelled impact ranges derived from the underwater noise modelling assessment used in PEIR) to identify two site investigation surveys occurring simultaneously. The EWG agreed with the proposed approach of two site investigation surveys occurring simultaneously, and the rationale on which the estimate is based on (as detailed in Volume 2, Chapter 4: Marine mammals of the Environmental Statement).	No
Morg_0036_131_020623	S42	Email	122. Marine mammals. Detailed comments. Clarification request - maximum design scenario. With reference to Table 9.43, Section 9.9.2 – Maximum design scenario, pg 88, please can clarification be provided as to whether the 50km and 100km buffers used to assess cumulative effects on marine mammals due to changes in prey availability were obtained from volume 2, chapter 8: Fish and shellfish ecology. Clarity on the source of this information is required to confirm that these buffer zones are correct in relation to Marine Mammals.	The maximum design scenario as described for the Morgan Generation Assets was assessed cumulatively with projects listed in Volume 2, chapter 3: Fish and shellfish ecology of the Environmental Statement over the relevant fish and shellfish study area as this was the extent over which changes to fish and shellfish resource could occur.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_132_020623	S42	Email	123. Marine mammals. Detailed comments. Further assessment required to support conclusions - underwater sound from piling. With reference to Section 9.10.1 - Injury and disturbance from underwater sound generated during piling, pg 89, when presenting results from IPCoD modelling, NRW (A) recommend that the Applicant provides the ratio of the impacted vs unimpacted population over a set period of time (e.g. the first 6 years, based on the former Favourable Conservation Status (FCS) reporting period), and the full 25 year modelled period. Quantified results (i.e. impacted/unimpacted ratios) should also be provided for other projects. Currently only results after 25 years of modelling have been presented, which is a significant period of time, and information on the shorter term, such as after 5 or 6 years would also be useful to assess impacts.	The iPCoD modelling has be re-run for Volume 2, Chapter 4: Marine mammals of the Environmental Statement and has taken account of the impact after 6 years, plus full 25 year modelled period.	No
Morg_0036_133_020623	S42	Email	124. Marine mammals. Detailed comments. Further assessment required to support conclusions - underwater sound from piling. If, as a result of PTS/disturbance, a population shows a continued decline of >1% per year (versus a modelled unimpacted reference population over e.g. the first 6 years since the start of piling) then there is a high likelihood that a significant effect and AEOSI cannot be ruled out (NRW, 2023a).	The iPCoD modelling has be re-run for Volume 2, Chapter 4: Marine mammals of the Environmental Statement and has taken account of the impact after 6 years, plus full 25 year modelled period.	No
Morg_0036_134_020623	S42	Email	125. Marine mammals. Detailed comments. Further assessment required to support conclusions - underwater sound from piling. It is unclear whether the contributions of the Mona and Morecambe projects have been included in the IPCoD modelling. Given the geographical proximity and overlap these should be included along with any other Tier 2 projects which overlap temporally, and the results updated. For assessing cumulative effects from piling, NRW (A) strongly recommend the methodology used in SNH Report 1081 (Carter et al., 2019) as an example. This will aid the assessment of all elements of disturbance from all ongoing projects concurrently.	At the time of the Morgan PEIR, the Morecambe PEIR was not available. The assessment, including iPCoD modelling, has been reviewed on the basis of the latest information and therefore has included additional projects that have since released information into the public domain.	No
Morg_0036_135_020623	S42	Email	126. Marine mammals. Detailed comments. Further assessment required to support conclusions / inaccuracies and assumptions (issue 3) - underwater sound from piling. With reference to 9.10.1.7, Section 9.10.2 - Injury and disturbance from underwater sound generated during piling, pg 90, justification should be provided to back up the statement that a 150 dB single-strike SEL is considered “only mild”. Existing noise thresholds for significant disturbance for piling noise include 140 dB SELss (ASCOBANS, 2014), 143 dB SELss (Heinis et al., 2019), and 145 dB SELss (Lucke et al., 2009), bearing in mind that dB is a logarithmic scale and existing dose response curves. Alternatively, the statement should be removed, and any related conclusions and assessments in the PEIR documents based on this statement updated.	The piling sound assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has provided additional clarification regarding the relevant sound thresholds and dose response approach taking into consideration evidence presented in the studies highlighted by NRW here. The assessment now includes use of the 143 dB threshold as recommended in the NRW position paper alongside the dose response which is considered to be highly precautionary.	No
Morg_0036_136_020623	S42	Email	127. Marine mammals. Detailed comments. Further assessment required to support conclusions / inaccuracies and assumptions (issue 3) - underwater sound from piling. Regarding paragraph 9.10.1.7, while NRW (A) agree that 1.0 animals per km2 is a highly precautionary density, NRW (A) consider both 0.13 per km2 from JCP Phase III tool estimate to be considerably lower than the more up to date densities supplied from the latest edition of the Marine Mammal Atlas (Evans & Waggit, 2023). In line with advice and recommendations for previous projects, we advise that the most precautionary (or the most scientifically robust) values should be taken forward to the assessment. Please also see paragraphs 76 & 77 regarding density figures used, and resulting assessments and conclusions.	The quantitative assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly.	No
Morg_0036_137_020623	S42	Email	128. Marine mammals. Detailed comments. Inaccuracies and assumptions (issue 3) - underwater sound from piling. With reference to paragraph 9.10.1.16, Section 9.10.2 - Injury and disturbance from underwater sound generated during piling, pg 91, we request that justification is provided regarding the claim that dolphin species are not predicted to be present in the Celtic and Irish seas constantly throughout the year, and resulting assumptions that they will not be continuously affected by piling if it occurs throughout the year.	Point noted. We have amended this sentence in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and updated relevant conclusions.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_138_020623	S42	Email	129. Marine mammals. Detailed comments. Inaccuracies and assumptions (issue 3) - underwater sound from piling. The newest version of the Marine Mammal Atlas (Evans & Waggitt, 2023), which is based on 30 years of sightings data, shows clear evidence that dolphin species are present throughout the year (albeit with seasonal fluctuations in density) in the Celtic and Irish sea region. This pattern was also documented in the 1st and 2nd editions of the Marine Mammal Atlas (Baines & Evans, 2012). JNCC Report 734 -Review of Management Unit boundaries for cetaceans in UK waters (IAMMWG, 2023) provides additional information regarding presence of species.	Point noted. We have amended this sentence in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and updated relevant conclusions.	No
Morg_0036_139_020623	S42	Email	130. Marine mammals. Detailed comments. Inaccuracies and assumptions (issue 3) - underwater sound from piling. NRW (A) strongly recommend this statement is removed if justification cannot be provided, and that any related conclusions and assessments in the PEIR documents based on this statement are updated / amended.	Point noted. We have amended this sentence in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and updated relevant conclusions.	No
Morg_0036_140_020623	S42	Email	131. Marine mammals. Detailed comments. Further assessment required to support conclusions (issue 5) - underwater sound from piling. With reference to 9.10.1.20 and 9.10.1.54, Section 9.10.2 - Injury and disturbance from underwater sound generated during piling, pg 93 & pg 100, please see paragraph 66 regarding requirement to assess bottlenose dolphin population MUs separately.	Further justification has been provided to clarify the precautionary nature of the assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_141_020623	S42	Email	132. Marine mammals. Detailed comments. Further assessment required to support conclusions (issue 5) - underwater sound from piling. Further assessment required to support conclusions - underwater sound from piling. With reference to 9.10.1.51, Section 9.10.2 - Injury and disturbance from underwater sound generated during piling, pg 100, NRW (A) do not agree with the approach taken to assume that the projects mentioned within this section of the report would not be expected to contribute to the impacts of bottlenose dolphin within the Irish sea MU. The effects of the above projects would need to be quantified through IPCoD modelling.	At the time of the Morgan PEIR, the Morecambe PEIR was not available. The assessment, including iPCoD modelling, has been reviewed on the basis of the latest information at the time and therefore has included additional projects that have since released information into the public domain.	No
Morg_0036_142_020623	S42	Email	133. Marine mammals. Detailed comments. Further assessment required to support conclusions - UXO detonation. With reference to Section 9.10.3 Injury and disturbance from elevated underwater sound from unexploded ordnance (UXO) detonation, pg 101, and tables 9.52 and 9.53, pg 104, please see points raised in paragraph 100 regarding assessment in terms of behavioural disturbance (for this section, relevant tables are 9.52 – 9.53 as opposed to those mentioned in para 114).	The language has been amended in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to reflect the assessment is for a strong disturbance rather than TTS. Note that we do not use the terminology 'significant disturbance' as this would lead to confusion where we assess the significance of the impact and therefore instead apply the term 'strong disturbance'.	No
Morg_0036_143_020623	S42	Email	134. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. With reference to Section 9.10.4 Injury and disturbance from vessel use and other (non-piling) sound producing activities, pg 176, as also discussed in paragraph 105, while NRW (A) may agree that it may be unrealistic to assess injury and disturbance from vessel use by presenting a sum of the impact ranges of all vessels, no alternative method has been proposed as an alternative to gauge the impact.	Volume 2, Chapter 4: Marine mammals of the Environmental Statement has considered a more detailed approach to assessing vessel sound to provide further quantification of the potential impacts. Empirical data has been gathered from field studies to determine realistic impact ranges and a quantification of the number of animals potentially affected based on densities of key species has been provided. In addition, we have also provided further quantification of the baseline levels of activity as provided in Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement to demonstrate any potential elevation in sound above background levels in the Morgan Array Area.	No
Morg_0036_144_020623	S42	Email	135. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraph 106, with reference to sections 9.8.5.23 – 9.8.5.31 of this report for assessing pathways (up to 22 km for this section).	Incorrect paragraph reference was provided here. This has been amended and further justification added to support the assessment of magnitude for Tier 1 and Tier 2 projects within Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_145_020623	S42	Email	136. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraphs 107 & 108 regarding recommended shadow HRA approach and conclusions on magnitude and significance for operational and decommissioning phases.	We note NRW's advice on the quantification of effects from injury/disturbance due to vessel sound. There is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, however, sound thresholds do not take into account background sound levels. In areas with high background levels (i.e. with high levels of maritime traffic) it is possible that sound from additional vessels will not exceed existing sound levels. This makes it very difficult to provide a quantitative impact assessment. However, additional empirical evidence of measured distances at which sensitive species are likely to response has been reviewed and as recommended, also looked at the assessment for Wylfa Newydd as an example. The assessment approach has been modified to give additional quantification as to the potential effects from vessel disturbance, although unlike the example given, do not multiply by the number of vessels as we consider that this does not present a realistic assessment as it does not consider stationary vessels nor does it account for any spatial overlap in contours where vessels may be operating in close proximity.	No
Morg_0036_146_020623	S42	Email	137. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraph 109 regarding conclusions on vessel noise.	Incorrect paragraph reference was provided here. This has been amended and further justification added to support the assessment of magnitude for Tier 1 and Tier 2 projects within Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_147_020623	S42	Email	138. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. While NRW (A) note the findings of Culloch et al. (2016) as referenced in the cumulative assessment and the ISAA (Information to Support Appropriate Assessment), these are far from conclusive in view of existing literature. For example, Wisniewska et al.'s (2018) study, tagged harbour porpoises responded to fast ferry passages by making deeper dives, increasing swimming effort, and ceasing echolocation and foraging for several minutes. Although these individuals lived in highly trafficked coastal waters, they did not seem to have habituated to vessel noise (Wisniewska et al., 2018). Similar findings were made by, e.g. Pirotta et al. (2013, 2015) Dyndo et al. (2015), Oakley et al. (2017) and Marley et al. (2017a, 2017b).	Thank you for the detailed response on this point. We note the information provided and have amended the language regarding use of the terminology 'habituation to disturbance'. Additional discussion in relation to Wisniewska (2018) and other relevant studies from the published literature have been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_148_020623	S42	Email	139. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraph 110 regarding use of the term "habituation" and associated conclusions drawn.	The language around habituation to disturbance (specific to the metric being measured) has been reconsidered throughout with further evidence provided where available (in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and ISAA).	No
Morg_0036_149_020623	S42	Email	140. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraph 111 regarding assumptions on tolerance to stressors.	Thank you for the detailed response on this point. We note the information provided and have amended the language regarding use of the terminology 'habituation to disturbance'. Additional discussion in relation to Wisniewska (2018) and other relevant studies from the published literature have been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_150_020623	S42	Email	141. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Given that the magnitude for Project Morgan alone was assessed as low, justification should be provided for assessing the cumulative impact from Tier 1 and Tier 2 projects as low.	Further justification added to support the assessment of magnitude for Tier 1 and Tier 2 projects within Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_151_020623	S42	Email	142. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. With reference to 9.10.5.33, Section 9.10.5 Injury and disturbance from vessel use and other (non-piling) sound	The CEA within Volume 2, Chapter 4: Marine mammals of the Environmental Statement considers projects within the relevant MUs for each species. The ranges of effect were generally found too small for this	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			producing activities, pg 109, the use of MUs as the appropriate screening distance was not followed when screening in projects for the assessment of potential cumulative effects from vessel use on marine mammals. No justification was provided for a 100 km ZOI.	impact and all the projects considered in Tier 2 were greater than 100 km and there was no spatial overlap in the behavioural effect zones of these projects with the Morgan Generation Assets.	
Morg_0036_152_020623	S42	Email	143. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Please see paragraph 121 with regard to screening in of projects within MU's	Further discussion with the marine mammal EWG has taken place with respect to the cumulative screening area. The screening areas were based on the relevant reference populations, although maximum CEA extent for cetaceans was agreed as the Celtic and Irish Seas MU (harbour porpoise). For grey seal, the relevant reference population was considered to be the GSRP which combined SMUs in the Irish Sea together with grey seal units in Ireland and the IoM waters. This was presented to the EWG in a technical note. Upon discussion from this technical note, the CEA screening area for grey seals will be OSPAR Region III (but including OWF projects only to allow a proportionate approach). Measures adopted as part of the Morgan Generation Assets have been presented in Volume 2, Chapter 4: Marine mammals of the Environmental Statement including use of low order UXO clearance methods, limitations on vessel speed and consideration of NAS based on the information available at application. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (USWMS), an outline of which has been submitted with the application for consent with a more detailed marine mammal mitigation protocol. The USWMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_153_020623	S42	Email	144. Marine mammals. Detailed comments. Further assessment required to support conclusions - impacts from underwater sound from vessel use etc. Justification should be provided for the prediction that for the remaining Tier 2 projects, impacts will be localised closely to their respective vicinities.	The CEA within Volume 2, Chapter 4: Marine mammals of the Environmental Statement considers projects within the relevant MUs for each species. The ranges of effect were generally found to be small for this impact. The projects considered in Tier 2 at PEIR were greater than 100 km from the Morgan Generation Assets and therefore there is no spatial overlap in the behavioural effect zones of these projects with the Morgan Generation Assets.	No
Morg_0036_154_020623	S42	Email	145. Marine mammals. Detailed comments. Inclusion of further mitigation methods for noise (issue 7). With reference to Table 9.55, pg 123, please see paragraph 68 regarding the use of noise mitigation strategies/ attenuation technology.	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets project design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential mitigation options will be considered within the Underwater sound management strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	
Morg_0036_155_020623	S42	Email	146. Marine mammals. Detailed comments. Inclusion of further mitigation methods for noise (issue 7). Please see paragraph 84 with regard to the use of noise mitigation measures for best practise.	The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets project design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Morgan Underwater sound management strategy, an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The Underwater sound management strategy will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_156_020623	S42	Email	147. Marine mammals. Inter-related effects. Detailed comments. Volume 2, Chapter 20. Further assessment required to support conclusion (issue 8) piling effects on grey seal. With reference to Table 20.8, Section 20.6.2.7 Marine mammals, pg 14, NRW (A) consider that inter-related effects from disturbance have not been assessed adequately. Behavioural impacts from piling are predicted to be of regional spatial extent, medium term duration and intermittent, and the effect of behavioural disturbance has been assessed as reversible with animals returning to baseline levels within hours/days after piling has ceased (e.g. Brandt et al. 2018). NRW (A) would therefore interpret this to mean that animals would be disturbed over a range dictated by the 'loudest' noise (i.e. piling) only when piling is taking place. On-non piling days (given that animals would be expected to return) disturbance from other pathways could still occur, adding to the combined stressor load.	A detailed assessment of inter-related effects on marine mammals is provided in Volume 2, Chapter 15: Inter-related effects - offshore of the Environmental Statement.	No
Morg_0036_157_020623	S42	Email	148.Marine mammals. Inter-related effects. Detailed comments. Volume 2, Chapter 20. Further assessment required to support conclusion (issue 8) piling effects on grey seal. A stressor can cause disturbance on multiple days to the same animal / or different numbers of animals – partly dependent on flux through the area. Thus on certain days the area of disturbance can be small, on others it is larger. Yet disturbance still occurs on both days and contributes to the total stressor load on the population.	A detailed assessment of inter-related effects on marine mammals is provided in Volume 2, Chapter 15: Inter-related effects - offshore of the Environmental Statement.	No
Morg_0036_158_020623	S42	Email	149. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). With reference to 1.5.5.13 – 1.5.5.14, Section 1.5.5 – Impulsive sound, pg 9, uncertainty and variability in the onset of disturbance does not preclude the need to draw conclusions on which to base an assessment even if these are precautionary. The rationale for taking a precautionary approach is to ensure confidence that no adverse or significant effect will occur under the worst case scenario, thus covering all situations. NRW (A) recommend that similar statements be included in the final application.	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_159_020623	S42	Email	150. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). Please see paragraph 102 regarding thresholds for disturbance, and paragraph 103 with reference to fixed noise thresholds.	We note NRW comment on fixed thresholds vs dose-response and highlight that the Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_160_020623	S42	Email	151. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). As discussed in detail in Southall (2021) and Tyack and Thomas (2019), responses to disturbance in nature tend to be probabilistic. Differences between species, among individuals, across situational contexts, and with the temporal and spatial scales over which exposures occur lead to variability in the probability and severity of behavioural responses. This means that in the wild, individuals do not always react to sound levels at or greater than the fixed noise thresholds, but also can and do react to sound levels that are lower than the fixed noise threshold. This is very clearly illustrated in dose response curves which show the probability of a behavioural reaction against different sound levels. Indeed, fixed noise thresholds are known to underestimate the number of disturbed animals vs a D/R curve. Tyack & Thomas (2019) demonstrated that using a fixed noise threshold, can underestimate effects by a factor of 280 versus a dose-response function.	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_161_020623	S42	Email	152. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding underwater noise (issue 3). Thus it is incorrect and potentially misleading to argue the above unless within the context of a full review of the pros and cons of different methods to assess behavioural disturbance, and variability of behavioural reactions in the wild. The language used here appears to suggest that the conclusions made on the number of animals impacted should in reality be revised downwards but does not provide quantification of the levels of uncertainty.	We note NRW comment on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment. UWN: This comment is noted, however the Volume 3, Annex 3.1: Underwater sound technical report of the Environmental Statement makes no comment on the number of animals impacted, this is included in Volume 2, Chapter 4: Marine mammals of the Environmental Statement.	No
Morg_0036_162_020623	S42	Email	153.Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Further assessment required to support conclusions - Add duration (issue 10). With reference to 1.7.4.11 Section 1.7.4 Construction Phase Impact Piling, pg 18, as mentioned in paragraph 71, NRW (A) do not agree that 30min ADD should be included in the underwater noise modelling to predict impact ranges for the assessment. The 30min ADD duration has not been agreed with SNCBs, and its inclusion obscures the true worst-case scenario that our assessment must be based on. The predicted impact ranges for PTS without ADDs should be used to determine the appropriate duration of ADD with the purpose to deter marine mammals from the full extent of the PTS zone (taking into account the species-specific fleeing speeds) as well as other suitable mitigation measures. Final ADD duration will be determined post-consent and therefore NRW (A) cannot agree to a 30 minute ADD duration at this stage	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage, an outline of the MMMP has been included with the Application (Document Reference J17).	No
Morg_0036_163_020623	S42	Email	154. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Further assessment required to support conclusions - Add duration (issue 10). The applicant should base assessment on the underwater noise modelling without ADDs and revise any assessments, including cumulative and HRA, that is based on the predicted ranges with 30min ADDs.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents the ranges both without ADD and with ADD, the latter providing evidence to demonstrate the potential efficacy of using ADD as a tool in the mitigation strategy. Most assessments model both with and without ADD to show the benefits of ADDs where this has been proposed as an integral part of the project designed-in mitigation measures to reduce the risk of injury to marine	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				mammals. Therefore the assessment considers the implementation of an indicative 30 minute ADD deployment duration as well as the predicted ranges without the use of an ADD. ADDs are included as part of standard industry tertiary measures (as with passive acoustic monitoring/marine mammal observers) and therefore are accepted as part of best practice within marine mammal mitigation protocols (MMMPs). The detailed MMMP will be developed post-consent further to any project updates at this stage and an outline of the MMMP has been included with the Application (Document Reference J17).	
Morg_0036_164_020623	S42	Email	155. Marine mammals. Underwater sound technical report. Volume 5, annex 3.1. Detailed comments. Inaccuracies and assumptions regarding noise (issue 3). With reference to 1.8.2.11 & 1.8.2.13, Section 1.8.2 – Modelling approach, pg 25, please see the following paragraphs: • paragraph 110 with reference to the use of the term “habituation” within this PEIR • paragraph 111 with reference to tolerance to stressors • paragraph 149 with reference to using a precautionary approach • paragraph 103 with reference to fixed noise thresholds • paragraph 151 with reference to responses to disturbances in nature and use of fixed noise thresholds causing underestimations • paragraph 152 with reference to conclusions on number of animals impacted	This is addressed in the responses to those comments	No
Morg_0036_165_020623	S42	Email	156. Marine mammals. HRA Screening Report, Screening Matrices and Integrity Matrices. Further assessment required to support conclusions on barrier effects, issue 8. Section 1.4.4 - Assessment of LSE for Annex II marine mammals – NRW (A) recommend that barrier effects are scoped into the assessment of LSE, pg 50	Barrier effects have been considered within the underwater sound impact assessment for marine mammals. Additional detail has been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to cover this impact. The potential for barrier effects has also been carried forward for consideration in the HRA.	No
Morg_0036_166_020623	S42	Email	157. Marine mammals. HRA Screening Report, Screening Matrices and Integrity Matrices. Further evidence required to support conclusions on collision risk. 1.4.4.10, Section 1.4.4 - Assessment of LSE for Annex II marine mammals, pg 51 – NRW (A) can tentatively agree to the conclusion of no LSE from vessel collision risk, however the increase in the number of vessels vs the baseline should be quantified.	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. We agree that there is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, and have modified the assessment approach to give additional quantification as to the potential effects from vessel disturbance based on further review of published studies. The LSE screening has been updated to include baseline levels of vessel movements in the Morgan Generation Assets together with the uplift in vessels anticipated during the construction, operation and maintenance and decommissioning phases. There is no overlap between the Morgan Generation Assets and any SAC designated for Annex II marine mammals (the closest SAC being the North Anglesey Marine/Gogledd Môn Forol SAC which is located at a distance of 22.8 km from the Morgan Array Area, all other SACs are located >80 km from the Morgan Array Area). Therefore, the likelihood of collisions occurring between vessels and marine mammal features of SACs is considered to be low. Vessel collision risk has, therefore, been screened out of the ISAA on the basis of no LSE.	No
Morg_0036_167_020623	S42	Email	158.Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal MU. 1.5.23.5, Section 1.5 – Summary of LSE screening conclusions, pg 24 - With regard to the grey seal MU, reference should be made to the OSPAR Region III interim MU and the relevant NRW position statement (NRW, 2022).	The use of OSPAR Region III has been discussed further with the marine mammal EWG and will be used for the CEA screening area for grey seals in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The HRA Stage 1 Screening report now considers European sites within the OSPAR Region III Interim MU designated for grey seal, however telemetry data from Wright and Sinclair (2022) has then been used to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				capture any SACs with potential connectivity to the Morgan Generation Assets.	
Morg_0036_168_020623	S42	Email	159. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal MU. With reference to 1.8.1.6, Section 1.8 - Assessment of potential Adverse Effect on Integrity: Annex II marine mammals, pg 80, NRW (A) recommend that this paragraph is amended for clarification. When consulted, for grey seal, NRW (A) advised the use of the OSPAR Region III MU as per NRW's advice on the use of marine mammal MUs for screening and assessment in HRA for SACs with marine mammal features. NRW (A) agreed to the proposal to use the combined Wales MU, North West England MU, SW Scotland and Northern Ireland MU for grey seal in parallel with the OSPAR Region III MU. NRW (A) recommend that any similar statements within the document be amended. NRW (A) also agreed that the foraging ranges from Carter et al. (2022) would be a suitable alternative as this also captures the movement ranges of grey seal.	Further justification for the use of the GSRP has been provided to the marine mammal EWG and is presented in parallel with OSPAR Region III MU in the impact assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The use of OSPAR Region III as the CEA screening area has been discussed further with the marine mammal EWG and will be used for the CEA screening area for grey seals in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The HRA Stage 1 Screening report now considers European sites within the OSPAR Region III Interim MU designated for grey seal, however telemetry data from Wright and Sinclair (2022) has then been used to capture any SACs with potential connectivity to the Morgan Generation Assets	No
Morg_0036_169_020623	S42	Email	160. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal range. With reference to 1.8.2.110, Section 1.8.2 Baseline information, pg 92, NRW (A) recommend that this paragraph is amended for clarification. There is also strong evidence (through photo-ID and telemetry studies) that grey seals range beyond the Welsh SACs, also encompassing Southwest England, Northwest France and Ireland (Baines et al., 1995; Carter and Russell, 2018; Jones et al., 2013; Keily et al., 2000; Langley et al., 2018, 2020; Pomeroy et al., 2014; Russell et al., 2017; Vincent et al., 2005, 2017; Russell et al., 2019, Carter et al., 2020, Luck et al.,2020). NRW (A) recommend that any similar statements within the PEIR documents are amended.	The baseline presents a comprehensive assessment of the foraging ranges of grey seals moving between key haul outs and the Morgan Array Area. Further detail has been provided with respect to connectivity in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and relevant information has been carried forward to the HRA.	No
Morg_0036_170_020623	S42	Email	161. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. The use of noise mitigation/attenuation technology has not been proposed as a potential mitigation method (issue 7). With reference to table 1.60, pg 94, please see paragraph 68 with regard to use of noise mitigation strategies/attenuation technologies, and paragraph 84 with regard to use of noise mitigation for best practise.	Measures adopted as part of the Morgan Generation Assets have been presented in Volume 2, Chapter 4: Marine mammals of the Environmental Statement including use of low order UXO clearance methods, limitations on vessel speed and consideration of NAS based on the information available at application. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy (USWMS), an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The USWMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_171_020623	S42	Email	162. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). With reference to 1.8.3.17, Section 189.3 - Assessment of adverse effects alone, pg 97, please see paragraph 88 with regard to stating extent of disturbance from piling is likely to be an overestimate.	Point noted and we agree that the dose response is based on observed probability of a behavioural response during piling. Distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates, how the waveform of impulsive sounds elongates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve from measurements taken at the Beatrice offshore wind farm was based on a piling at a much smaller maximum hammer energies and over distances	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets, depending on the transect. Therefore, whilst our assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated subsea noise from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. Further text has been added to Volume 2, Chapter 4: Marine Mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context. The amendments made to the text in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the ISAA.	
Morg_0036_172_020623	S42	Email	163. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). In addition, we advise that whilst noise may have lost some of its impulsive characteristics with range, the D/R curve shows the observed probability that an animal may show a behavioural response to the noise at that location.	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_173_020623	S42	Email	164. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). Please see paragraph 89 regarding references to Southall et al. (2021).	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_174_020623	S42	Email	165. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). NRW (A) recommends that a reference is included for the relevant study regarding the Level B Harassment threshold for continuous noise of 120 dB SPLrms.	The applicant notes NRW's comments on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_175_020623	S42	Email	166.Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Proposed harbour porpoise density considerably lower than other options / Further assessment required to support conclusions (Issue 2). With reference to 1.8.3.18, Section 1.8.3 - Assessment of adverse effects alone, pg 97, please see paragraph 75 regarding figures used for the harbour porpoise peak seasonal density. Please also see paragraphs 76 & 77 regarding advised densities, and resulting conclusions for harbour porpoise within the PEIR.	Point noted and we agree that the dose response is based on observed probability of a behavioural response during piling. Distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates, how the waveform of impulsive sounds elongates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve from measurements taken at the Beatrice offshore wind farm was based on a piling at a much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50%	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets, depending on the transect. Therefore, whilst our assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated subsea noise from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. Further text has been added to Volume 2, Chapter 4: Marine Mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context. The amendments made to the text in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the ISAA.	
Morg_0036_176_020623	S42	Email	167. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). With reference to 1.8.3.25-1.8.3.28, Section 1.9.3 - Assessment of adverse effects alone, pg 98-100, please see paragraph 62 regarding the approach used to assess area disturbed for harbour porpoise, and effects on North Anglesey Marine SAC from monopiling. In contrast to the text in 1.8.3.25, this approach was not in line with guidance from NRW	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_177_020623	S42	Email	168. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). Although the use of an EDR can be a useful, practical way of calculating the area over which effects may occur, NRW (A) considers that there is still considerable uncertainty in the evidence underpinning the calculation of these EDRs. NRW (A) therefore did not endorse this guidance to retain some flexibility in approaches to the management of noise where NRW is the consenting / licensing authority.	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_178_020623	S42	Email	169. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). Please see paragraph 91 regarding recommendations for noise thresholds and exposure levels, and paragraph 92 regarding assessing disturbance from piling for harbour porpoise.	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_179_020623	S42	Email	170. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Project Valorous inclusion. With reference to Table 1.126, pg 151 – NRW (A) would recommend inclusion of Project Valorous into the list of tier 2 projects as suggested in paragraph 118.	Project Valorous has been included in the CEA long list for consideration in all cumulative assessment where relevant.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_180_020623	S42	Email	171. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further clarification required / Further assessment required to support conclusions on in-combination effects on underwater sound. With reference to Section 1.8.4 – Assessment of adverse effects in-combination, pg 152-154, it is unclear whether all Tier 1 and Tier 2 projects have been considered for the assessment of in-combination injury and disturbance from underwater sound generated during piling, and whether the contribution to disturbance from all projects was considered in the IPCoD modelling.	The approach to the cumulative assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been checked and aligned with this advice. All Tier 2 projects cannot be included in population modelling as numbers of species impacted are required which are not provided in the relevant scoping reports.	No
Morg_0036_181_020623	S42	Email	172. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further clarification required / Further assessment required to support conclusions on in-combination effects on underwater sound. NRW (A) recommend consideration of any Tier 1 and Tier 2 projects which overlap temporally, and if required the results should be updated. For assessing cumulative effects from piling, NRW (A) recommend the methodology used in SNH Report 1081 (Carter et al., 2019) as an example.	The approach to the cumulative assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been checked and aligned with this advice. All Tier 2 projects cannot be included in population modelling as numbers of species impacted are required which are not provided in the relevant scoping reports.	No
Morg_0036_182_020623	S42	Email	173. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. With reference to Conclusions against conservation objectives, Section 1.9.4 – Assessment of adverse effects in-combination, pg 156-158, NRW (A) recommend using the results from IPCoD modelling when assessing impacts of disturbance on a population against conservation objectives related to the population maintaining itself on a long term basis. However these results could also inform and strengthen conclusions made for harbour porpoise.	The position statement (NRW, 2023) has been reviewed and the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been updated where required. The results from IPCoD modelling have been presented when assessing impacts of disturbance on a population against conservation objectives. Impacts are discussed after 6 years in addition to 25 years in the main text.	No
Morg_0036_183_020623	S42	Email	174. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. NRW (A) recommend that the ratio of the impacted vs unimpacted population over a set period of time (e.g. the first 6 years, based on the former Favourable Conservation Status (FCS) reporting period), and the full 25 year modelled period are provided.	The position statement (NRW, 2023) has been reviewed and the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been updated where required. The results from IPCoD modelling have been presented when assessing impacts of disturbance on a population against conservation objectives. Impacts are discussed after 6 years in addition to 25 years in the main text.	No
Morg_0036_184_020623	S42	Email	175. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. Please see paragraph 124 with regard to significant effects from PTS or disturbance.	The iPCoD modelling has been re-run for Volume 2, Chapter 4: Marine mammals of the Environmental Statement and has taken account of the impact after 6 years, plus full 25 year modelled period.	No
Morg_0036_185_020623	S42	Email	176. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. With reference to 1.8.4.373, Section 1.9.4 – Assessment of adverse effects in combination, pg 202, a conclusion of no adverse effect has been predicted, based on the assumption that the absence of prey will not impact marine mammals since they would also be displaced to potentially greater distances. However, this conclusion is dependent on recovery time of both receptors and no evidence regarding the length of time for fish species to return to the displaced area has been provided.	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No
Morg_0036_186_020623	S42	Email	177. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. This also differs from the conclusions made when assessing impacts on marine mammal disturbance from piling, where it was concluded that: “The impact (elevated underwater sound arising during piling) is predicted to be of regional spatial extent, medium term duration, intermittent and high reversibility (the impact itself occurs only during piling). Similarly, the effect of behavioural disturbance is reversible as receptors are expected to recover within hours/days.”	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_187_020623	S42	Email	178. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. If recovery in marine mammals occurs within hours / days (and literature suggests it does e.g. Brandt et al., 2018), there may be an in-combination impact from loss of prey, and/or energetic costs of foraging in a different (potentially less preferred) area. We therefore request that the applicant undertakes further work to support the conclusions stated within this section of the PEIR. Recovery times for fish species have not been provided, which does not allow for matching to recovery times for Marine Mammals, and therefore impacts could occur via lack of prey availability. The report claims that both prey and mammals would be displaced and therefore no impacts would take place, however does not account for or provide evidence on the timelines of fish and marine mammals returning to the impacted areas. This information would enable conclusions to be drawn on whether marine mammals and fish would return at similar rates, or not, and therefore any associated predicted impacts.	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No
Morg_0036_188_020623	S42	Email	179. Marine mammals. Recommendations for future assessment. We note that a repeated point throughout the PEIR has been that results from the assessment should be considered to be inherently cautious and should be interpreted as such. The language used appears to suggest that any conclusions made on the number of animals impacted should in reality be revised or interpreted downwards but does not provide quantification of the levels of uncertainty.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0036_189_020623	S42	Email	180. Marine mammals. Recommendations for future assessment. Uncertainty and variability do not preclude the need to draw conclusions on which to base an assessment, even if these are precautionary. The rationale for taking a precautionary approach is to ensure confidence that no adverse or significant effect will occur under the worst-case scenario, thus covering all situations.	The assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement has been revisited for all impacts and amendments made on the basis of project refinements and the best available evidence. Further justification has been provided throughout to support the conclusions of the assessment.	No
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_026_020623	S42	Email	2. Marine Mammals - screened out of assessment - potential cumulative effects due to proximity for cumulative effects between Morgan and the Isle of Man Offshore Wind Farm.	The CEA has been updated for Volume 2, Chapter 4: Marine mammals of the Environmental Statement with any additional information that has come into the public domain since the PEIR. The Ørsted Isle of Man lease area has been screened into Tier 2 of the marine mammal cumulative assessment, based on the publication of a Scoping Report.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0087_024_020623	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	No significant effects have been concluded as a result of the Morgan Generation Assets, alone or cumulatively with other projects and so no monitoring has been proposed. It is concluded that there will be no significant cumulative effects on physical processes receptors from the Morgan Generation Assets alongside other projects/plans. See Volume 2, Chapter 1: Physical processes of the Environmental Statement (Document Reference F2.1), which considers requirements for monitoring.	No
Morg_0115_010_260423	S47	Online form Q1.2	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_011_260423	S47	Online form Q1.3	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_012_260423	S47	Online form Q1.4	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	
Morg_0115_013_260423	S47	Online form Q1.5	How will these windfarms adversely effect [sic.] the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1:	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sea life are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0137_011_120523	S47	Online form Q6	It will be detrimental to the ecology and wildlife in the area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0137_016_120523	S47	Online form Q1.4	The structures would seem to be in the observed travel and migratory routes of marine mammals together with other marine animals, such as sharks. Animals such as the Basking Shark are a protected species, and the proposed wind farm may detrimentally impact upon	Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assessed within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. The design envelope has been refined since the PEIR including the removal of	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			their welfare. Is there sufficient evidence to demonstrate that the noise and vibrations will not detrimentally affect marine life?	monopiles from the design envelope and a reduction in the maximum number of turbines from 107 to 96.	
Morg_0144_004_170523	S47	Online form Q1.3	Harmful to marine life you know this	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0161_009_250523	S47	Online form Q1.4	Danger to migrating mammals	Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0179_003_310523	S47	Online form Q1.3	Disturbance and spoiling of such habitats	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0179_004_310523	S47	Online form Q1.4	interference with mammals' navigation systems	Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0180_008_010623	S47	Online form Q1.2	It is harmful for the ecology, as the plans are to put three projects in the same area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapters 2 to 5 of the Environmental Statement. Cumulative effects assessments have been undertaken for all topics for projects that temporally or spatially overlap with Morgan Generation Assets, as identified within Volume 3, Annex 5.1: CEA screening matrix of the Environmental Statement. A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0180_010_010623	S47	Online form Q1.4	It will destroy the life of marine mammals.	Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0180_018_010623	S47	Online form Q1.12	It will destroy the habitat of many animals and birds.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts. The assessment and conclusions are documented within Volume 2, Chapters 2 to 5 of the Environmental Statement. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2). Impacts to marine mammal receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.3).	No
Morg_0187_007_020623	S47	Online form Q1.4	There is some evidence that the low frequency vibrations from the wind turbines may affect marine mammals.	Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement	No
Morg_0232_002_170523	S47	Email	What effect would offshore windfarms have on migratory birds and marine life? More research needed!	Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.4: Offshore ornithology migratory bird CRM technical report of the Environmental Statement (Document Reference F4.5.4). Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4)	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				- Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	

D.24.11 Offshore ornithology table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0050_001_300523	S42	Email	Our position on offshore wind development. We support action to tackle climate change and recognise the serious threat to nature if action is not taken. However, we also face an ecological emergency with 41% of species in decline in the UK.1 There is an inextricable link between the climate and nature crises, which means efforts to solve one crisis will be futile if they do not also address the other. Consequently, fulfilling UK ambitions for energy infrastructure as a major decarbonisation pathway to limit climate change will fail if they do not achieve environmental protection, recovery, and enhancement of marine and onshore habitats, species, and carbon stores. The scale of OWF planned in the Irish Sea make makes it one of the most significant activities with the potential to impact on wildlife and ecology in our coastal waters and the wider Irish Sea, arguably second only to fishing. To realise the potential contribution of OWF to decarbonising the energy sector and helping to mitigate the worst impacts of climate change on society and nature, it must protect and support nature's recovery on land and at sea.	Volume 2, Chapter 4: Marine Mammals of the Environmental Statement sets out the impact assessment, carried out to minimise and mitigate any potential adverse effect on receptors. The impact assessment carried out and presented in Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the Environmental Statement (Document Reference F2.2) aims to minimise and mitigate any potential adverse effect on benthic receptors. The potential benefits to benthic communities are also considered with regards to the potential for enhanced biodiversity due to colonisation of artificial structures. Impact assessments for construction, operations and decommissioning-related activities have been assessed, and, where appropriate, mitigation measures have been proposed. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_002_300523	S42	Email	Strategic coordination of energy generation and transmission infrastructure. The Wildlife Trusts (TWT), of which the NWWTs are members, have long advocated for greater strategic coordination in the planning, design, and delivery of offshore electricity generation together with the offshore and onshore electricity transmission infrastructure needed to distribute electricity generated offshore to where it is needed, to reduce environmental and consenting risks. To this end TWT is represented on the Offshore Transmission Network Review (OTNR) Expert Advisory Group and participates in strategic forums such as the Offshore Wind Evidence and Change (OWEC) Programme. We therefore welcome that the Morecambe and Morgan OWF have been scoped into the Pathways to 2030 Workstream under the OTNR and will therefore share transmission assets.	The Applicant notes your response.	No
Morg_0050_003_300523	S42	Email	Strategic compensation and enhancement. One opportunity of strategically planned offshore energy generation and electricity transmission infrastructure (including onshore elements) is for strategic approaches to compensating for residual environmental impacts that cannot be avoided or adequately mitigated. There is significant potential for such measures to have a greater overall positive impact on the environment and biodiversity and take compensation beyond the level of no net loss into achieving net positive effects. Whilst we recognise that Biodiversity Net Gain policies and delivery frameworks are more developed for terrestrial and intertidal habitats than they are for the marine environment, we would still expect Morgan OWF to aim to achieve an overall net positive impact on biodiversity and ecology in the marine environment. We ask that the Morgan offshore wind farm development commit to achieving net positive impacts on biodiversity and ecology in the marine environment and to seek to engage with relevant stakeholders to achieve that goal.	The project will commit to working with the SNCBs on this and keep a watching brief on any associated guidance that is produced. The Applicant notes your response. Biodiversity benefit opportunities for the Morgan Generation Assets are explored in the Biodiversity Benefit Statement of the Environmental Statement (Document Reference J18) and presents the Applicants intention towards biodiversity enhancement.	No
Morg_0050_010_300523	S42	Email	Ornithology. Please note due to time restraints, we have not assessed the offshore ornithology section and echo all of RSPB comments. We look forward to the updated assessment once the full 24 months of surveys have been undertaken. We expect that all impacts are minimised through the project deign and best use of available technology e.g. minimum tip height of turbines to reduce impacts, minimising moving parts and/or the number of turbine blades, slower rotation speeds, and blunt edges on the structure, slow	The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement. A revised CEA screening (see Cumulative effects screening matrix (Document Reference F3.5.1)) was undertaken to identify and assess	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			start procedures for turbines. Given the number of OWF being developed in the Irish Sea, we expect a full cumulative impact assessment to be undertaken, including consideration of transboundary impacts. Concerns are raised over the possible disturbance, displacement and barrier effects on sensitive receptors, particular black-legged kittiwake and northern gannet.	projects and plans within the offshore ornithology CEA study area, the cumulative effects assessment for offshore ornithology is presented in Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	
Morg_0057_001_020623	S42	Email	Thank you for consulting the RSPB over the proposal to construct Morgan Offshore Wind Farm (the Application). We are grateful for the opportunity to comment on the offshore ornithology aspects of the proposed offshore wind farm, as set out in the PEIR documents. Due to the parallel nature of the three PEIR consultations (Morgan, Morecambe and Mona) and resource constraints, we have not been able to review the documents provided to provide meaningful comments at this stage. We will instead provide our input on offshore ornithology matters via the expert working group in the evidence plan process. However, we wish to confirm that the main breeding seabird species of interest to the RSPB includes Manx Shearwater (Puffinus puffinus), Northern Gannet (Morus bassanus), Black-legged Kittiwake (Rissa tridactyla), Common Guillemot (Uria algae) and Razorbill (Alca torda) along with non-breeding Red-throated Diver (Gavia stellata) and Common Scoter (Melanitta nigra).	Noted. Discussions with RSPB have been ongoing throughout the pre-application process through the EWGs.	No
Morg_0057_002_020623	S42	Email	We also have concerns with breeding Lesser Black-backed Gull (Larus fuscus), despite the low frequency of occurrence during the reported survey work. This is because, with the exception of the Ribble and Alt Estuary SPA colony, the main Irish Sea breeding colonies (at Bowland Fells SPA and Morecambe Bay and Duddon Estuary SPA) require restoration to a favourable conservation status and the implications of this needs careful consideration via the Expert Working Groups.	Noted. Discussions with RSPB have been ongoing throughout the pre-application process through the EWGs.	No
Morg_0057_003_020623	S42	Email	Additionally, we are surprised that the Bowland Fells SPA, Large gull super colony was not mentioned within your documents as a recent paper published by the RSPB and Natural England as part of the Life on The Edge (LOTE) project stated that the 'Bowland Fells may be the largest lesser black-backed gull colony in the world'1, as previously mentioned, and despite its apparent size, the colony is still considered in recovery from the impact of decades of licenced culling.	Bowland Fells SPA has been screened in within the HRA Stage 1 Screening Report and has been assessed in the HRA Stage 2 ISAA in relation to potential impacts on lesser black-backed gull (Document Reference E1.3).	No
Morg_0065_003_020623	S42	Email	Whilst the Isle of Man is not a member of the EU and is therefore not directly covered by most European directives, the Isle of Man still follows relevant European environmental safeguards and expects best practice to be followed. The Isle of Man also meets its obligations under both the Bonn and the Bern Conventions, via statutory instruments, specifically the Wildlife Act 1990. As part of this, the TSC would request that appropriate consideration is given to the species which are protected under this Act, and ensure that there are no detrimental impacts on these species as part of this proposed project given its close proximity to Isle of Man waters. In addition, the same would be requested in respect of the marine protected sites and the manner in which these are designated and managed, and key seabird breeding sites, including any transboundary impacts arising from the project.	Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5) has included consideration of Isle of Man designated sites. Isle of Man Marine Nature Reserves are considered within the following chapters of the Environmental Statement: • Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) • Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4).	No
Morg_0065_004_020623	S42	Email	It is noted that the cumulative effects will be thoroughly investigated. However, of particular importance and concern would be the habitats and species found within Isle of Man waters, particularly those protected under Manx law1 or identified as threatened or declining by the OSPAR Convention, and which may be affected by the proposed developments. Comments included below request the inclusion of relevant, island-based conservation organisations which may also have relevant information and data of interest to the project. Any maritime developments within or adjacent to the Isle of Man territorial waters could potentially impact	Potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 15 of the Environmental Statement).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			commercial fisheries n Manx waters so it would be appreciated if the relevant fishing organisations on the island were included as consultees via the appointed Fisheries Liaison Officer.		
Morg_0065_005_020623	S42	Email	The above proposal also has the possibility for potential trans-boundary impacts on Manx land/seascapes and the TSC would particularly like to ensure that the impacts on wildlife/habitat conservation and fisheries in Manx waters are fully considered within the scope of this assessment developments.	The Isle of Man is a Crown Dependency of the UK and not an European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such, potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary. Nonetheless, potential impacts upon environmental receptors within the Isle of Man are fully considered in the Environmental Statement (see Volume 2, Chapters 1 to 14; and Volume 3, appendix 5.2: Transboundary impacts screening of the Environmental Statement (Document Reference F3.5.2).	No
Morg_0065_013_020623	S42	Email	Data Sources The TSC would draw the applicant's attention to the Manx Marine Environmental Assessment2 (MMEA) which provides a useful overview of the Island's marine environment and should be taken into account as part of both the transboundary and possibly also the cumulative impacts assessment as part of this application. More detail will be provided below in respect of specific areas of the MMEA that should be reviewed.	Comment noted and the information in the MMEA has been referenced in the Benthic subtidal and intertidal ecology technical report of the Environmental Statement to characterise the wider regional benthic subtidal and ecology study area. The MMEA is further referred to within Volume 4, Annex 3.1: Fish and shellfish ecology technical report of the Environmental Statement (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3), and Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) and Volume 4, Annex 4.1: Marine mammals technical report of the Environmental Statement.	No
Morg_0065_062_020623	S42	Email	Chapter 10 – Offshore Ornithology DEFA has had the opportunity, in addition to this PEIR, of contributing to discussions at the offshore ornithology working group. It is noted that some matters raised cannot be taken into account within the PEIR due to the timing and that this may be picked up later, within the Environmental Statement. Transboundary effects - The developer has stated verbally that they have considered the IoM bird populations and their conservation status and no significant impacts are predicted. The PEIR (section 10.11) lists the potential transboundary effects. The Manx Birds of Conservation Concern has also been quoted (section 10.4 and Table 10.9) in the PEIR. The Environmental Statement should include a statement on the consideration of/effects on Manx bird populations within the transboundary assessment. See also note below on Transboundary effects assessment.	The Applicant notes your response. The potential impacts on Isle of Man bird populations has been considered with the offshore ornithology assessment (Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement).	No
Morg_0065_063_020623	S42	Email	Non-seabird migrants – we note that no effects have been found for any species in this assessment and we are content with the assurance that Manx data has been included within the assessment, noting our interest in species such as hen harrier and whooper swan.	The Applicant notes your response.	No
Morg_0065_064_020623	S42	Email	Collison risk, great black–backed gull – although the risk in this PEIR has been assessed as low for this species, it is nevertheless a comparatively high potential effect on the regional population, when compared with the expected effects on other species (breeding period increase in baseline mortality 0.0631% to 0.5581%). We request that the Isle of Man population is looked at specifically in this respect, as the Island has long held a significant population of this species, though reduced recently, which is itself a concern. The JNCC Seabirds Monitoring Partnership data (or local Seabirds Count report) can be used.	The Applicant notes your response, where necessary, impacts on great black-backed gull are assessed for specific sites in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement. A population viability assessment has been undertaken and is presented in Volume 4, Annex 5.6: Offshore Ornithology PVA Technical Report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_065_020623	S42	Email	Species Value and Recoverability in assessments – It is noted that razorbill is on the Isle of Man Birds of Conservation Concern red list, and though showing long term population stability it shows a severe recent reduction in population hiip://manxbirdlife.im/wp - content/uploads/2021/08/BoCCIoM-2021-TABLES-vWEB04-2021-07-30.pdf, and herring gull, great black-backed gull and lesser black-backed gull all show severe breeding declines on the IoM. We suggest that in relation to Value and Recoverability, it would be better to reflect the trends and status found in the regional population assessed rather than the overall UK trends which have been quoted, where data allows. These may or may not differ for a particular species but we note some pronounced declines in the Manx data, in comparison to national trends, in the recent JNCC 'Seabirds Count' survey, which may have significance in relation to any Irish Sea assessments.	The determination of the sensitivity of receptors has been updated to incorporate various different conservation metrics including those relevant to the Isle of Man.	No
Morg_0065_066_020623	S42	Email	Table 10.17 of the Offshore Ornithology PEIR relates Conservation Value, in terms of the sensitivity of a receptor, to its connection to a specific SPA and notes a receptor as of low sensitivity where no SPA has been designated. We point out that there has been no European level assessment for the designation of sites on the IoM, at this stage, and some key seabird sites have not yet been designated nationally as ASSI, though having byelaw and species protections. There is therefore potential for linking effects to a particular site, which is not an SPA and thereby considered to be a low value receptor, where this may not be the case. However, bearing in mind the 'Negligible' to 'low' predicted impacts, this may not affect the results. If an assessment of Isle of Man site implications is provided under transboundary effects, within the Environmental Statement, then this may pick up any issues that might otherwise be missed due to this issue.	Internationally and nationally designated sites are identified in Volume 4, Annex 5.1: Offshore Ornithology Baseline Characterisation Report of the Environmental Statement and considered where required in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0065_067_020623	S42	Email	Cumulative Assessment – It is noted that the Isle of Man wind farm proposal has not been included in the cumulative assessment, as no data has been published yet, but it is possible that details may be in the public domain before an Environmental Assessment is produced, and this should be kept in mind, to update the assessment if data becomes available. Two years of ornithological surveys will be completed in June 2023.	The Isle of Man wind farm falls under Tier 3 within the CEA and is considered accordingly in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0065_068_020623	S42	Email	Annex 10.1: Offshore ornithology baseline characterisation – Isle of Man Marine Nature Reserves are shown on the map, and Ballaugh Curraghs Ramsar site, but none of the Areas of Special Scientific Interest, though the Central Ayres is designated for little tern and Maughold Head for its coastal cliff birds, and there are key sites in Manx National Heritage ownership which are of national importance.	Non-SPA sites have been considered within Volume 4, Annex 5.5: Offshore Ornithology Apportioning Technical Report and where required in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0065_069_020623	S42	Email	Non-SPA colonies: section 1.3.1.7 states 'Additional non-SPA colonies located within individual foraging ranges from the Morgan Array Area are listed in Appendix A' – The IoM colonies will be the closest colonies for many species but none of these is mentioned in Appendix A. Although not all have been assessed and designated with national ASSI status, the colonies are well known and on protected MNH land, including the Calf of Man, Spanish Head and Sugarloaf colonies containing a recovering Manx shearwater colony and kittiwakes, guillemots and razorbills. Unfortunately puffins are now extremely rare but a few are thought to still nest at Maughold Head, Peel Head or Spanish Head and they are red listed on the IoM BoCC.	Non-SPA sites have been considered within Volume 4, Annex 5.5: Offshore Ornithology Apportioning Technical Report of the Environmental Statement and where required in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0065_070_020623	S42	Email	Volume 4, annex 10.5: Offshore ornithology apportioning assessment – It is noted that apportionment of effects on seabirds, to sites has been made with respect to SPAs specifically, but it is pointed out that the Isle of Man does not have a system of SPAs and there has, as yet, been no assessment for sites of European interest (Emerald Sites) under the Bern Convention. The Isle of Man holds, nevertheless, the closest breeding seabird colonies to the development site. Our interest lies in seeking assurance that Isle of Man populations are not placed at risk, but an assessment based on SPAs only, takes no account of Manx sites, whether nationally designated ASSIs, such as Maughold Coast and	The Applicant notes your response. Where necessary, consideration is given to non-SPA designated sites in Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement. This includes consideration of the impacts of the Morgan Generation Assets on the great black-backed gull population on the Isle of Man. Apportioning values for non-SPA sites are provided in Appendix A of Volume 4, Annex 5.5: Offshore ornithology apportioning assessment of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Brooghs ASSI, or other protected areas that do not hold a Wildlife Act designation currently, such as the Manx National Heritage protected sites at the Sugarloaf, Spanish Head and Calf of Man which hold important seabird colonies for the Island, including common guillemot, razorbill and kittiwake, and colonies of herring gull and great black-backed gull, which are more widely scattered. All of these species were apportioned to SPAs, but interaction with Manx breeding populations is very likely and is not reported (though apportionment to non-SPA sites has been take into account in the assessment of SPA effects). An assessment of whether the Manx populations of these assessed species, could be affected would provide assurance of their consideration.		
Morg_0065_181_020623	S42	Email	Offshore Ornithology 1.6.1.18 It is proposed that potential transboundary impacts related to offshore ornithology and their nature conservation interests are screened into the EIA process. A transboundary assessment has been completed and is included in volume 2, chapter 10: Offshore ornithology of the PEIR. Potential impacts upon European Sites with birds as a qualifying feature have been assessed within the draft HRA. NOTED, but the Isle of Man Government requests that the potential impacts IS NOT LIMITED to European Sites, as this assumes current or prior EU member status and designation, or an equivalent assessment, but no European level assessment has been made for the Isle of Man (for potential Bern Convention Emerald Sites, equivalent to SPA). By definition, transboundary effects cannot assume that designations, or the status of assessments, are the same either side of the boundary, and therefore Isle of Man marine conservation designations, for example Marine Nature Reserves, National Nature Reserves (under the wildlife Act 1990), and other designations as appropriate, need to be accounted for, or clearly justified as to why they are not. The Isle of Man is a signatory to various international treaties and conventions, via the UK and, as such, has its own jurisdictional responsibilities. This comment is also relevant to those made in respect of the Offshore Ornithology chapters.	The apportionment of predicted mortalities from collisions and displacement of the Morgan Generation Assets to seabird colonies presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement includes Marine Nature Reserves from the Isle of Man.	No
Morg_0065_182_020623	S42	Email	Commercial Fisheries 1.6.2.4 It is proposed that transboundary impacts to commercial fisheries are screened into the EIA process. NOTED. This comment is also relevant to those made in respect of the Commercial Fisheries chapters.	The Applicant notes your response. Potential impacts on Isle of Man fisheries are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement (Document Reference F2.6).	No
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: • Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: NEOffshoreWindStrategicSolutions@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based, on vulnerability, recoverability and value of the receptor. The conclusions for each receptor is evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome delineates the most likely effect, with an explanation as to why this is the case.	No
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	surveys (Volume 2, Chapter 1: Physical process chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic subtidal ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_023_020623	S42	Email	Offshore Ornithology The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. Impacts specified as 'unknown' have been treated as zero which will inevitably underestimate impacts, potentially significantly. Natural England consider this approach to be unacceptable. We propose collaborative working with the project through the EWG to generate suitable impact estimates for historic projects.	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	No
Morg_0066_024_020623	S42	Email	As stated above, Natural England note that only the first year of survey data has been included in the PEIR. As this falls short of the minimum standard of 24 months, Natural England cannot therefore make any conclusive judgements based on this PEIR and accordingly, our advice focuses on the methodology.	The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0066_025_020623	S42	Email	Another key concern for offshore ornithology associated with the Morgan Offshore Wind Project is the low identification rates of auks and the implications for data analysis and interpretation. Natural England reiterate our recommendation to carry out some scenario testing to investigate the potential impact of low ID rates and determine if spatial modelling and apportioning is appropriate. Further, we request that a full monthly breakdown of records relating to razorbill and guillemot is presented to facilitate scrutiny of seasonal variation in ID rates.	Updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species. Further analysis has been undertaken and an increase in auk ID rates has been achieved. The population estimates are presented in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement. Monthly breakdown of total raw abundance for identified and unidentified auk/shearwater species within the Morgan Offshore Ornithology Array Area study are presented in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0066_026_020623	S42	Email	Natural England has concerns regarding the generation and use of model-based abundance estimates. There is a need for presentation of more detailed methods, including corrections for the apportionment of unidentified birds and availability bias and the generation of birds in flight densities for use in CRM.	Detailed methods presenting corrections factors used for availability, apportionment of species and estimate of flying birds are presented in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement for each species.	No
Morg_0066_027_020623	S42	Email	In terms of the HRA methodology, Natural England advises that the project continues to work through the EWG process to agree the approach.	The updated approach to HRA methodology has been approved through evidence plan process.	No
Morg_0066_030_020623	S42	Email	Cumulative Impacts/In-Combination Assessments The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. For ornithological receptors, impacts specified as 'unknown' have been treated as zero which will inevitably underestimate impacts, potentially significantly. Natural England considers this approach to be unacceptable, and hence consider it inappropriate to comment on the potential significance of cumulative or in-combination presented in the PEIR submission.	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	No
Morg_0066_163_020623	S42	Email	Baseline Characterisation – Document(s) Used: • Chapter 3 Project Description • Chapter 10 Offshore Ornithology • Annex 10.1 Offshore Ornithology Baseline Characterisation Technical Report • Annex 10.2 Offshore Ornithology Displacement Technical Report	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			• Annex 10.3 Offshore Ornithology Collision Risk Modelling Technical Report • Annex 10.4 Offshore Ornithology Migratory Bird Collision Risk Modelling Report • Annex 10.5 Offshore Ornithology Apportioning Technical Report • Annex 10.6 Offshore Ornithology Cumulative Effects Assessment Population Viability Assessment Technical Report		
Morg_0066_164_020623	S42	Email	Vol. 2,, Ch. 10,, 1.2.3.1 Only 12 months of Digital Aerial Survey data are available. Although a further 12 months have been collected, they are not presented and analysed for review in the PEIR and associated documents. Natural England highlights the risk that the additional data analysis could have the potential to change the conclusions of the Environmental Statement from those set out in the PEIR, which could raise issues not flagged by the PEIR assessments. More generally, Natural England advises that 24 months of survey effort is the minimum expected evidence standard for bird and marine mammal data.	The Applicant notes your response. The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0066_165_020623	S42	Email	Vol. 2, Ch. 10 The SNCBs recommended in the EWGs that a power analysis is undertaken to demonstrate that survey coverage is appropriate. Although the analysis of 12% of the sea surface is thought likely to be sufficient, best practice would be to conduct a power analysis to determine and evidence this. Natural England further note while CIs are presented, CVs are not. Add CVs to all applicable data presented to demonstrate the level of precision obtained by analysing 12% of the sea surface. We note the consultation log stating a power analysis remains under consideration.	Power analysis has been used and has been discussed with the EWG. This is detailed within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement and Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0066_166_020623	S42	Email	Vol 2, Ch 10. Table 10.7 Raw counts are only provided as summed totals. Provide species-specific raw counts for each individual survey.	Monthly breakdown of total raw abundance within the Morgan Offshore Ornithology Array Study Area is presented in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0066_167_020623	S42	Email	Vol 2, Ch 10, Table 10.4 Natural England note that the topics and issues raised at EWG3 (Nov 2022) are not detailed. We appreciate there was a relatively limited amount of time to incorporate the recommendations of that consultation into the PEIR. However, this constraint was not unexpected. Natural England question the timing, and therefore usefulness of that consultation. Notably, substantial comments arising from our review of the PEIR may well already be progressed following that EWG, for example on the issue of ID rates for auks. Plan future EWGs to allow full consideration of the discussion by the project in subsequent document production and submission, in order to reduce the potential for duplication of effort during stakeholder review.	Volume 2, Chapter 5: Offshore Ornithology and Volume 4, Annex 5.1: Offshore ornithology baseline characterisation fully considers the advice received from Natural England during the EWG meetings. An additional EWG meeting was held ahead of the Morgan Generation application for consent to present the final outputs of the assessments. Additional analysis has been undertaken and updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species.	No
Morg_0066_168_020623	S42	Email	Vol.2, Ch.10, Table 10.8 In addition to SPAs, the list of designated sites in Table 10.8 should include all relevant Ramsar sites and SSSIs, and their qualifying features.	SPA, Ramsar and SSSI sites/colonies within individual species foraging range (mean-max foraging range + SD) from the Morgan Array Area and the Morgan Offshore Cable Corridor are presented in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Please include any relevant Ramsar sites and SSSIs (and relevant qualifying features) with connectivity to Morgan.		
Morg_0066_169_020623	S42	Email	Vol. 2, Ch. 10, 10.8.1.28 The paper cited (Ronconi & St. Clair, 2002) primarily refers to black guillemot, not common guillemot. These species have different ecologies. Clarify.	The Applicant notes your response	No
Morg_0066_170_020623	S42	Email	Vol.2, Ch.10, Table 10.4/10.8.1.8 During the EWG2 (July – August 2022), SNCBs advised that red-throated diver density data contained within Bradbury et al. (2014) could be used to generate density abundance estimates for red-throated diver in the Morgan Array Areas plus a 10km buffer zone in lieu of sufficient DAS data. We note that these maps and density data do not appear to have been included in Volume 4, Annex 10.1: Offshore Ornithology Baseline Characterisation, as is stated on page 10. If insufficient data is collected by baseline surveys, and this is not thought to be representative of red-throated diver site utilisation, pre-existing data could be used. Further discussion of this approach would be welcomed at future EWGs. Natural England requests that design-based estimates of abundance and density of divers and scoters are presented.	The Applicant notes your response. the importance of the Morgan Generation Assets to red-throated diver is discussed in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0066_171_020623	S42	Email	Natural England notes the forthcoming publication of "*Densities of qualifying species within Liverpool Bay / Bae Lerpwl SPA: 2015 to 2020*" which will provide up to date density estimates for red-throated diver, common scoter and the waterbird assemblage within the original SPA boundary. The most up to date data available should be considered for the Morgan offshore cable corridor impact assessment. Natural England will alert the developer as soon as we are able to share this report.	Key findings from HiDef Aerial Surveying Limited (2023) Densities of qualifying species within Liverpool Bay/ Bae Lerpwl SPA: 2015 to 2020 Natural England Commissioned Report 440, Natural England have been summarised in Volume 4, Annex 5: Offshore ornithology baseline characterisation technical report of the Environmental Statement. Updated densities and population counts have been used.	No
Morg_0066_172_020623	S42	Email	Vol.2, Ch.10, Table 10.4 Vol.4, Ann.10.1 1.3.3.18 Vol.4, Ann. 10.2, Table A 2 Natural England note that no MRSea model was run for razorbill, presumably due to a lack of raw data. However, Annex 10.2, Appendix A, Table A 2 suggests razorbill abundance was modelled. Natural England requests clarification on whether MRSea was run for razorbill (and puffin and Manx shearwater). Further, we request it is clarified throughout the documents where model based and design-based estimates (or a mixture of both) have been utilised for the assessments.	The methodology applied for MRSea modelling is provided in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement. MRSea modelling has been undertaken for all species for which enough data was available to provide MRSea outputs.	No
Morg_0066_173_020623	S42	Email	Vol.2, Ch.10, The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. Impacts specified as 'unknown' have been treated as zero which will inevitably underestimate impacts, potentially significantly. Natural England consider this approach to be unacceptable, and hence consider it inappropriate to comment on the potential significance of cumulative or in- combination presented in the PEIR submission. Natural England also notes that; "data used within the assessing cumulative collision risk is	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			based on published information produced by the respective project developers. As such, the input parameters (e.g., avoidance rates) and the collision risk model used (e.g., deterministic) may vary from those put forward in this chapter" Natural England propose working collaboratively with stakeholders through the EWG to generate suitable impact estimates for historic projects and facilitate comprehensive, quantitative cumulative and in-combination assessments. Generally, Natural England consider that data used for historic projects should be updated to reflect contemporary input parameters and methods wherever practicable.		
Morg_0066_174_020623	S42	Email	Vol. 2, Ch. 10, Table 10.7 Vol.4, Ann.10.1 Natural England is concerned about the very high proportion of unidentified auks. Apportioning of these records based on the relative proportions of identified guillemot and razorbill, as undertaken in paragraphs 1.2.3.18 - 1.2.3.22 of Annex 10.1, is not without potential issues. Unaccounted for bias may exist e.g., by one species being easier to identify than another, or varying impacts of environmental conditions on ID rates. Consequently, we also have concerns regarding the reliability of spatial modelling for these species. Natural England reiterate our recommendation to carry out some scenario testing to investigate the potential impact of low ID rates and determine if spatial modelling and apportioning is appropriate. We would welcome further discussion on this issue via future EWG meetings. Further, we request that a full monthly breakdown of records relating to razorbill and guillemot is presented to facilitate scrutiny of seasonal variation in ID rates.	Additional analysis has been undertaken and updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species. These updated rates were presented to the EWG and are included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation.	No
Morg_0066_175_020623	S42	Email	Ch 10, 10.4.4.15 & Table 10.12 Natural England are not convinced that the method used to calculate regional breeding populations is appropriate. Natural England propose discussing the approach to calculation of regional breeding populations through the EWG to reach agreement with relevant stakeholders and ensure consistency across relevant projects.	There were potential inaccuracies associated with the approach proposed by NRW (and endorsed by Natural England) at the EWG with broad assumptions about immature populations which result in an increase in the total regional breeding population figure. As a more precautionary approach in the chapter, the number of immature birds present in the regional BDMPS has been estimated using the ratio of immatures per breeding adult provided in the relevant species accounts in Furness (2015). This approach assumes that all immatures associated with each breeding colony will be present within the foraging range defined for each species. The Applicant acknowledges there are also potential inaccuracies with this approach. This approach likely under-estimates the true count of juvenile and immature birds due to failing to account for juvenile and immature birds migrating across to UK colonies in the breeding season from wintering grounds outside of the UK. However as stated, this approach will result in a more precautionary assessment in-line with Natural England guidance due to making use of a much smaller total regional breeding population against which the impacts have been assessed.	No
Morg_0066_176_020623	S42	Email	Vol 2, Ch 10. Natural England agree that displacement and collision impacts should be summed for species susceptible to both. Therefore, we consider gannet should be assessed for the combined impact of displacement and collision for the project alone. Sum the impacts of displacement and collision on gannet and assess for the project alone.	The combined cumulative displacement and collision for northern gannet for the Morgan project alone is presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_177_020623	S42	Email	Vol 2, Ch 10. 10.10 Cumulative displacement impacts are assessed for guillemot, razorbill, puffin, gannet. Natural England consider Manx shearwater should also be assessed. Carry out cumulative (and in-combination) assessments for Manx shearwater displacement impacts.	Cumulative and in-combination assessments are presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0066_178_020623	S42	Email	10.10.3 Collision risk of migratory species is not assessed cumulatively. Natural England accept that at present, there is a general lack of data to inform this assessment but note data is available from some projects, e.g., Awel-Y-Mor. Natural England advise that cumulative collision assessments are also made for migratory species. We would welcome further discussion on this at future EWGs.	Noted. Please see Volume 4, Annex 5.4: Offshore ornithology migratory bird CRM technical report of the Environmental Statement (Document Reference F4.5.4).	No
Morg_0066_179_020623	S42	Email	Vol.4, Ann. 10.2 We welcome the use of highlighted cells to indicate displacement and mortality rates used in the project alone displacement assessment. However, we consider it would be useful if the tables also indicated where 1% of baseline mortality was exceeded (if visible on the matrix). Consider amending.	Where necessary, displacement matrices have been presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement incorporating highlighted cells for baseline mortality.	No
Morg_0066_180_020623	S42	Email	Vol.2, Ch.10, Table 10.62, Table 10.87 According to Furness (2015) there are three seasons for northern gannet; pre-breeding, breeding and post-breeding, as shown in Table 10.62 (construction phase), but only two seasons are shown in Table 10.87 (operation and maintenance phase). We note that the decommissioning phase has not been assessed explicitly. Consider cumulative disturbance and displacement with respect to the decommissioning phase.	Three seasons are used for gannet throughout the EIA and HRA. The decommissioning phase has been assessed.	No
Morg_0066_181_020623	S42	Email	Vol.4, Ann.10.1, Although the general approach appears sound, Natural England consider there is a lack of detail relating to the methods applied throughout the MRSea modelling process and subsequent treatment of data. In particular it is not clear: • How densities of flying birds only have been calculated from MRSea for use in CRM; • How mean monthly flying bird densities and CIs have been generated. • How corrections for unidentified birds (i.e., apportioning) and availability bias have been applied to the MRSea estimates and CIs. Clarity is needed to give reassurance that modelling and subsequent data treatment has been carried out appropriately. Natural England recommend that worked examples are included to fully detail the assessment process for both collision (e.g., gulls) and displacement (e.g., auks). Clarify and specify throughout the documentation where modelled and design- based data (or both) have been used.	Further detail on the methodology is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_182_020623	S42	Email	Vol.4, Ann.10.1, 1.2.3.26, Vol.6, Ann. 10.2 Natural England note that there appears to be an inconsistency in the availability bias correction factors applied to auks. Natural England also highlight that Manx shearwater is a surface diving species and data are available detailing foraging & diving behaviour. It may also be appropriate to consider availability bias for that species. Clarify which correction factors have been used in calculations and ensure consistency across method descriptions (and application). Discuss the calculation and application of an availability bias correction factor for Manx shearwater at future EWG meetings.	The correction factors applied to sitting common guillemot and razorbill, were based on the proportion of time spent underwater from Thaxter et al. (2010) and were refined following the method recommended by JNCC (2013) which excludes the percentage of birds in flight from the calculations. Proportion of time spent underwater were 23.75% and 17.4%, respectively for common guillemot and razorbill. For Atlantic puffin, a proportion of time spent underwater of 14.16% was used (Spencer, 2012). Methodology detailing how correction factors were applied to abundance estimates is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0066_183_020623	S42	Email	Vol.4, Ann.10.2, 1.2.2 Natural England note that we did not advise that black-legged kittiwake was screened into the displacement assessment. Natural England currently consider the evidence base insufficient, but suggestive of a broad range of responses incorporating both displacement and attraction for this species. Natural England will not comment on kittiwake displacement, or consider combined collision and displacement impacts for that species.	Black-legged kittiwake has been included into the displacement analysis at the request of JNCC. The methodology applied for MRSea modelling is provided in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement. MRSea modelling has been undertaken for all species for which enough data was available to provide MRSea outputs.	No
Morg_0066_184_020623	S42	Email	Vol.4, Ann.10.3 Annex 10.3 does not include a collision risk assessment for migratory seabird species (e.g. skuas, terns). Natural England notes that collision risk assessments for migratory non-seabirds have been made using SOSSMAT. However, this may not be appropriate for migratory seabirds. We recommend that an alternative approach is required for migratory seabirds. More information is available in 'Offshore Wind Marine Environmental Assessments: Best Practice Advice for Evidence and Data Standards. Phase III: Expectations for data analysis and presentation at examination for offshore wind applications'. See also WWT Consulting Ltd (2014); hiip://www gov scot/Resource/0046/00461026. pdf	The methodology applied to calculate abundance metrics is provided in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement. Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.4: Offshore ornithology migratory bird CRM technical report of the Environmental Statement (Document Reference F4.5.4).	No
Morg_0066_185_020623	S42	Email	Vol.4, Ann.10.3 Natural England agree with the approach to CRM, and the parameters used. However, we advise that all data used in the assessment process is made available as an appendix, along with all model logs, to enable full review and future utilisation by other projects. Present boot-strapped data in an appendix. Present sCRM log files as an appendix.	Density estimates of species screened into collision risk assessment are presented in Volume 4, Annex 5.3: Offshore ornithology collision risk modelling technical report. All bootstrapped abundance are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report Log files are available on request in a digital format.	No
Morg_0066_186_020623	S42	Email	Vol.4, Ann.10.6, 1.2.2.7 Natural England notes that PVA modelling was undertaken excluding a 5-year 'burn in' period. As specified in Phase III Best Practice for Data Analysis and Presentation at Examination, Version 1.2, August 2022; "Recommended criteria for PVAs: PVAs should estimate the impacted and unimpacted populations over the lifetime of the project and include a 'burn-in'	PVAs have been parameterized with a 5-year burn-in period to include age structure from burn-in run period. PVAs are presented in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			period (5 years) to allow the model to reach stability prior the projection period beginning". Please re-run PVAs with a 5-year 'burn-in' period. The resulting 'burn in' age structures should then be used as the initial age structure within the main PVA runs.		
Morg_0066_187_020623	S42	Email	Vo.4, Ann.10.6, Table1.1 Clutch size for great black-backed gull is indicated as 1 but is more typically 2-3. Consider revision	All parameters required for collision risk modelling are provided in Volume 4, Annex 5.3: Offshore Ornithology Collision Risk Modelling Technical Report.	No
Morg_0066_188_020623	S42	Email	Environmental Impact Assessment - Document Used: Chapter 5 EIA Methodology Vol.1, Ch.5 There is no information on anticipated vessel movements presented in offshore ornithology documentation. NE advises that some indication should be given as to where construction and maintenance vessels are likely to sail from as well as the likely increase in vessels activity. As a minimum, routes through the Liverpool Bay SPA should follow best practice protocols (including adhering to existing routes wherever possible) to minimise disturbance to common scoter and red-throated diver. Subject to more information being provided, the need for seasonal restrictions may require consideration (1st November – 31st March inclusive).	The impact of vessel movement associated with operation and maintenance for project alone and in-combination is presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	Yes
Morg_0066_189_020623	S42	Email	Vol 4. Ann 10.4 Natural England do not consider low numbers detected during baseline characterisation surveys to be adequate justification for scoping out seabird species that that may pass through the Morgan site on migration from assessments (e.g., terns and skuas). Natural England recognise that it may not be appropriate to use SOSSMAT for these species. An alternative approach is to consider a broad migratory front and apportion impacts to the project area. For example, see the Marine Scotland project on strategic assessment of collision risk of OWFs to migrating birds (WWT Consulting Ltd 2014) hiip://www gov scot/Resource/0046/00461026. pdf	Migratory seabirds are considered in the collision risk modelling for seabirds provided in Volume 4, Annex 5.4: Offshore ornithology migratory bird collision risk modelling technical report of the Environmental Statement.	No
Morg_0036_008_020623	S42	Email	Regarding Marine Ornithology, NRW (A) advise that due to there only being 12 months of Digital Aerial Survey (DAS) data available to inform Baseline Characterisation of the project area, we are not able to make any conclusive judgements based on this PEIR and accordingly our advice focuses on the methodologies employed.	The Applicant notes your response. The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0036_011_020623	S42	Email	2. Key issues 2: cable protection. There is a significant amount of cable protection proposed for both the Morgan and Mona Array sites which will potentially lead to long term habitat loss and change of seabed substrate and supporting habitat for other receptors (i.e. marine ornithology, benthic ecology) within Welsh waters (as discussed in paragraph 8, section 1.2.1). NRW (A) strongly advise that cable protection measures are minimised as much as possible for both sites.	The MDS for cable protection has been reduced from the PEIR to the Environmental Statement. The maximum design parameters for cable protection are presented in Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2) details the commitment to cable burial where possible which will enable the minimum amount of cable protection to be placed on the seabed.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_190_020623	S42	Email	181. Offshore Ornithology. Key issues. Insufficient data presented within PEIR. NRW (A) notes that only 12 months of Digital Aerial Survey (DAS) data are available to inform Baseline Characterisation of the project area. Although a further 12 months have been collected, they are not presented and analysed for review in the PEIR and associated documents. As such, NRW (A) are not able to make any conclusive judgements based on this PEIR and accordingly our advice focuses on the methodologies employed. NRW (A) highlights the risk that the additional data analysis could have the potential to change the conclusions of the ES from those set out in the PEIR, and raise new issues not flagged by the PEIR assessments.	The Applicant notes your response. The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0036_191_020623	S42	Email	182. Offshore Ornithology. Key issues. Advice provided in meetings not included. NRW (A) also notes that the PEIR has not taken account of advice provided during offshore ornithology expert working group (EWG) meetings 3 and 4 held in November 22 and February 23 respectively. As a result, our advice provided during these on various matters has been repeated in these comments.	Noted. In the Environmental Statement all EWG meeting outcomes, relevant additional information provided after the EWGs and all S42 responses have been considered.	No
Morg_0036_192_020623	S42	Email	183. Offshore Ornithology. Key issues. Key offshore ornithology issues. Our key issues regarding the PEIR documents for offshore ornithology are: • Concerns regarding the numbers of guillemot/razorbill recorded, the potential issues related to this and apportionment of these birds to species and how these have been applied in model-based abundance estimates. • Availability bias correction factors that have been used and how these have been applied in model-based abundance estimates. • How model-based abundance estimates of birds in flight only have been generated for use in collision risk modelling (CRM). The need to provide the bootstrapped abundance data used for the CRM and the log files generated by the stochastic collision risk modelling (sCRM). • The need for consideration of migrant seabird species (e.g. skuas, terns) in collision risk assessments. • Projects and data included in cumulative (and hence in-combination) assessments. • The approach to apportionment of impacts, including: - NRW (A) does not agree with the use of stable age structures for age-class apportioning or the removal of sabbaticals from impacts. - NRW (A) does not agree with updating the colony figures from those in Furness (2015) in apportioning impacts to designated sites outside the breeding season and the approach used does not follow the advice provided previously during the EWG.	Noted. In the Environmental Statement, ID rates for auk species have been updated and an increase in auk ID rates has been achieved with further analysis. All modelling has been rerun for this species and is presented in Volume 2, Chapter 5: Offshore Ornithology. Noted. In the Environmental Statement, more clarity has been given on the apportioning and availability bias factors applied to relevant species. Noted. In the Environmental Statement additional text has been provided to state how birds in flight have been calculated from model-based estimates utilising the site specific data. Density estimates of species screened into collision risk assessment are presented in Volume 4, Annex 5.3: Offshore ornithology collision risk modelling technical report. All bootstrapped abundance are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report. Log files have been generated and saved and are available on request in a digital format. Migratory seabirds have been considered in the collision risk modelling for seabirds provided in Volume 4, Annex 5.3: Offshore ornithology migratory bird collision risk modelling technical report of the Environmental Statement. Noted. Further clarity and consideration has been given to the projects included in the CEA and in-combination assessments. Where possible, site-specific age-classes from Digital Aerial Surveys (DAS) were used for age-class apportioning within the breeding season as advised by the Expert Working Group. If site-specific age class could not be generated during the breeding season, then all birds were assumed to be adult birds per EWG request. Sabbatical birds have not been removed nor have they been estimated to remove confusion. The methodology is presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement. To apportion non-breeding season effects from the Morgan Generation Assets between relevant SPAs, the contribution of adult and immature birds from an individual SPA as a proportion of the BDMPS defined in Furness (2015) was utilised. Furness 2015 counts have not been updated and have been lifted directly from the tables presented in the report. The methodology has been presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement.	No
Morg_0036_193_020623	S42	Email	184. Offshore Ornithology. Key issues. Lack of assessment of SSSIs and features. There is a lack of assessment of Sites of Special Scientific Interest (SSSIs) and features where there is potential for connectivity – for example, the Pen y Gogarth / Great Orme's Head SSSI is	SSSI sites/colonies within individual species foraging range (mean-max foraging range + SD) from the Morgan Array Area have been presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			designated for breeding kittiwake, guillemot and razorbill and the Morgan generation assets project is located within foraging range of all of these features from this site. Therefore, quantitative assessments of collision risk for kittiwake and displacement for guillemot and razorbill should be undertaken for this site.	technical report of the Environmental Statement and taken forward to the impact assessment. These have additionally received apportion figures to further state how these non-SPA sites have been accounted for and considered in the assessment.	
Morg_0036_194_020623	S42	Email	185. Offshore Ornithology. Key issues. Issues with LSE screening approach. NRW (A) have concerns with the approach to LSE screening and hence sites taken through to HRA Stage 2 assessment (see below).	Noted, detailed response has been provided against the detailed comments.	No
Morg_0036_195_020623	S42	Email	186. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Apportionment of unidentified birds. From Table 10.7 of Chapter 10 the second most frequently recorded species/species group during the 12 months of digital aerial survey data presented for the Morgan generation assets survey area and buffer was guillemot/razorbill, with a total of 2,138 raw counts. Whilst NRW (A) welcome that unidentified species have been apportioned to individual species that make up the respective groups via the approach set out in paragraphs 1.2.3.18-1.2.3.22 of Annex 10.1, we have concerns regarding the high proportions of records identified as guillemot/razorbill and the implications this may have for the appropriateness of modelling abundances for these species and of apportioning these records to the individual species based on proportions of identified guillemots and razorbills.	Updated auk ID rates from the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species. The population estimates are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. The following process has been followed by APEM (Digital Aerial Survey contractor) to update the Auk ID rates. As part of the digital aerial image analysis process, 50% of targets identified within the imagery passed through quality assurance (QA) checks, where the bird image was checked by another team member and re-identified if needed. The QA team have increased QA of auk species so that 100% of the auks identified in images were checked by APEM's QA team. Additionally, for any auks where there was still uncertainty around the level of ID or that remained identified to group level, were reviewed by a senior member of the QA team. APEM only identify to a species level when completely confident in that ID, if there was any uncertainty APEM used a higher classification level.	No
Morg_0036_196_020623	S42	Email	187. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Apportionment of unidentified birds. Although apportioning of unidentified groups to species provides the best available approach to estimating numbers of each species, this method may introduce biases, for example if one species in a group is easier to identify to species than others in the same general group, then the apportioning may overestimate numbers of the easily identified species and correspondingly underestimate numbers of the less easily identified species. This needs to be considered when assessing densities of species for which a significant proportion of birds had to be assigned to an unidentified group. As a result, apportioning such a large proportion of unidentified auks based on the proportions of identified species may not be appropriate and NRW (A) are unsure whether spatial modelling of a species with such a low identification rate is likely to be representative.	Auk ID rates were revised upward following a revised QA of images. As the result, the apportioning in the chapter is based on a smaller proportion of unidentified Auk species than presented in the PEIR. Therefore, the apportioning method is considered appropriate. The full method to apportioning of unknowns to knowns is provided within Volume 4, Annex 5.1: Baseline Characterisation technical report. This details the level of unknowns and where they were apportioned to.	No
Morg_0036_197_020623	S42	Email	188. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Apportionment of unidentified birds. NRW (A) advise that a breakdown of monthly records of positively identified guillemot and razorbill alongside the number of records per month of guillemot/razorbill (and any other relevant species groups) is provided. Consideration should also be given to issues with bias regarding apportioning to species of guillemot/razorbill records given the very high number of records of this group.	Volume 4, Annex 5 provides a breakdown of all unknown groups and the number of birds recorded. The report additionally states which birds are apportioned to which category aiding with clarity on how unknown birds were dealt with.	No
Morg_0036_198_020623	S42	Email	189. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Apportionment of unidentified birds. As detailed in paragraphs 192-194, Section 1.5.2.1.3 below, it is unclear how apportionment of unidentified birds has been applied to the abundance estimates generated from MRSea modelling.	The apportioning of unidentified species was applied to design and model based estimates of known species.	No
Morg_0036_199_020623	S42	Email	190. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Availability Bias. NRW (A) welcome that correction factors have be applied to data for birds on the water for guillemot, razorbill and puffin to account for birds	All reports have been cross checked against each other to ensure clarity and consistency in approach and updated. We have uniformly used correction factors throughout the offshore ornithology assessment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			not visible during survey as diving underwater based on that recommended by JNCC (2013) in submissions during the examination phase of the East Anglia One offshore wind farm project. However, there is some inconsistency in the correction factors applied between the information presented in the baseline characterisation annex (Annex 10.1) and the displacement annex (Annex 10.2): • Paragraph 1.2.3.26 of Annex 10.1 states: 'The correction factors applied to sitting common guillemot, razorbill, and puffin were based on JNCC (2013), which assumed that 24.3% of common guillemot, 17.4% of razorbill, and 14.2% of puffin are underwater when digital aerial imagery is captured, leading to correction factors of 1.311, 1.211, and 1.165 respectively.' • Tables A.1-A.3 of Appendix A of Annex 10.2 suggests the following correction factors were used for availability bias: 0.2405 for guillemot, 0.1818 for razorbill, 0.1416 for puffin.		
Morg_0036_200_020623	S42	Email	191. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Availability Bias. Therefore, clarification is required as to the correction factors that have actually been used. Additionally, as detailed in Section 1.5.1.3 below, it is unclear how availability bias correction has been applied to the abundance estimates generated from MRSea modelling.	All reports have been cross checked against each other to ensure clarity and consistency in approach and updated. We have uniformly used correction factors throughout the offshore ornithology assessment.	No
Morg_0036_201_020623	S42	Email	192. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Abundance estimates. MRSea abundance estimates for all birds (flying and sitting on the water) have currently been generated for 4 species (guillemot, Manx shearwater, kittiwake, gannet) for survey months where more than 50 birds were recorded. This list of species will need to be revisited and potentially updated once the full 24 months of survey data are included. Whilst the MRSea approach as set out in paragraphs 1.2.3.11-1.2.3.14 of Annex 10.1 looks broadly appropriate, clarification is required on the following: • How densities of flying birds only have been generated from MRSea for use in CRM, including how the mean monthly in-flight densities and confidence intervals have been generated. For example, has this been done by apportioning the MRSea estimates for all birds to birds in flight and on the water based on the ratios recorded of birds on the water and birds in flight? • How corrections for unidentified birds and for availability bias have been applied to the MRSea estimates and confidence intervals. For example, have guillemot/razorbill records been modelled using MRSea and then the resulting abundances of guillemot/razorbill apportioned to the individual species based on ratios – noting that it would not be possible to apportion the distributions of the unidentified birds to species and this approach assumes no spatial bias in guillemot and razorbill.	The methodology applied to calculate abundance metrics is provided in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0036_202_020623	S42	Email	193. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Abundance estimates. NRW (A) recommend that a worked example of the approach for a species assessed by MRSea for collision (e.g. kittiwake) and for a species assessed for displacement (e.g. guillemot) be included that details how unidentified birds and availability bias have been corrected for and how estimates of birds in flight have been made from the all birds estimates.	Methodology has been further clarified in response to S42 consultation and therefore the requirement for a worked example is no longer necessary.	No
Morg_0036_203_020623	S42	Email	194. Offshore Ornithology. Detailed comments. Baseline Characterisation. Morgan Array Area and Buffers. Abundance estimates. NRW (A) welcome that the design-based abundance estimates for birds in flight, on the water and combined for the site and site plus various buffers have been presented in Annex 10.1. However, no coefficient of variation (CVs) for any estimates have been presented anywhere in the PEIR documents. NRW (A) request that the CVs are provided.	The coefficient of variation associated with design-based and model-based population estimates for the Morgan Array Area plus buffer zones is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_204_020623	S42	Email	195. Offshore Ornithology. Detailed comments. Baseline Characterisation. Designated Sites. In addition to Special Protection Areas (SPAs), the list of designated sites in Table 10.8 of Chapter 10 should include relevant Ramsar sites (e.g. the Dee Estuary is also designated as a Ramsar site and non-breeding waterbirds are features) and SSSIs (e.g. the Pen y Gogarth / Great Ormes Head SSSI, which is designated for breeding kittiwake, guillemot and razorbill and the Morgan site is located within mean-maximum foraging range of these species from this SSSI). Additionally, Figure 1.2 of Annex 10.1 (boundaries of protected sites designated for seabirds and coastal birds within 100km of the Morgan Array Area) does not include any Welsh SSSIs with seabird features, e.g. Pen y Gogarth / Great Orme's Head SSSI, Creigiau Rhiwledyn / Little Orme's Head SSSI, Traeth Lafan SSSI, Cemlyn Bay SSSI, The Skerries SSSI, Ynys Feurig SSSI. This should be rectified.	SSSI & RAMSAR sites/colonies within individual species foraging range (mean-max foraging range + SD) from the Morgan Array Area are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. These Welsh colonies/sites have therefore now been considered in more detail.	No
Morg_0036_205_020623	S42	Email	196. Offshore Ornithology. Detailed comments. Baseline Characterisation. Designated Sites. In addition to the Welsh SPAs already listed in Table 10.8 of Chapter 10, we note that the Glannau Aberdaron ac Ynys Enlli / Aberdaron Coast and Bardsey Island SPA designated for breeding Manx shearwater is also located within foraging range of this species from the Morgan generation assets site and, as such, advise that this should be included in Table 10.8.	SPA sites/colonies within individual species foraging range (mean-max foraging range + SD) from the Morgan Array Area, including the Glannau Aberdaron ac Ynys Enlli / Aberdaron Coast and Bardsey Island SPA have been presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. All seabird features have been considered in the Environmental Statement chapter.	No
Morg_0036_206_020623	S42	Email	197. Offshore Ornithology. Detailed comments. Baseline Characterisation. Designated Sites. For Table 10.8 of Chapter 10, it should be noted that for the Sgomer, Sgogwm a Moroedd Penfro / Skomer, Skokholm and seas off Pembrokeshire SPA, puffin is a qualifying feature in its own right along with Manx shearwater, European storm petrel, lesser black-backed gull and a breeding seabird assemblage (including razorbill, guillemot, kittiwake, puffin, lesser black-backed gull, Manx shearwater, storm petrel).	SPA sites/colonies within individual species (mean-max foraging range + SD) from the Morgan Array Area are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. This includes the Skomer, Skokholm and the Seas off Pembrokeshire SPA and seabird qualifying species. All seabird features have been considered in the Environmental Statement chapter.	No
Morg_0036_207_020623	S42	Email	198. Offshore Ornithology. Detailed comments. Baseline Characterisation. Designated Sites. Whilst SPAs/Ramsar's are assessed within the HRA related reports, where there is potential connectivity (e.g. within foraging range etc.) and potential impact pathway of seabird features of SSSIs that are not already assessed in the HRA reports as they are also features of SPAs/Ramsar's, these SSSIs and features need to be assessed within the ES. For example, the Pen y Gogarth / Great Orme's Head SSSI is designated for breeding kittiwake, guillemot and razorbill and the Morgan project is located within foraging range of all three of these species. Hence quantitative assessments of displacement for guillemot and razorbill and collision for kittiwake should be undertaken for this site.	Predicted mortalities from collisions and displacement of the Morgan Generation Assets to seabird colonies designated as SSSIs, including the Pen y Gogarth / Great Orme's Head SSSI have been presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement. Furthermore, Population Viability Assessment (PVA) has been undertaken for common guillemot at the Pen y Gogarth / Great Orme's Head SSSI and presented in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement. This was undertaken as only the guillemot colony impacts went above 1% with the other species well below the 1% threshold and therefore was not deemed necessary to carry out further investigation of these species and sites.	No
Morg_0036_208_020623	S42	Email	199. Offshore Ornithology. Detailed comments. Baseline Characterisation. Reference Populations. Breeding Season. NRW (A) are uncertain of the appropriateness of the approach that has been taken to calculate the regional breeding season reference populations and we have been unable to replicate the numbers presented in Table 10.11 of Chapter 10 (particularly those for the proportions of immatures and juveniles quoted as within information presented in Furness [2015]). We strongly suggest that approaches to calculating regional breeding reference populations be explored collaboratively through the Offshore ornithology EWG.	There were potential inaccuracies associated with the approach proposed by NRW (endorsed by Natural England) at the EWG with broad assumptions about immature populations which result in an increase in the total regional breeding population figure. As a more precautionary approach in the chapter, the number of immature birds present in the regional BDMPS has been estimated using the ratio of immatures per breeding adult provided in the relevant species accounts in Furness (2015). The Applicant acknowledges there are also potential inaccuracies with this approach. This approach likely under-estimates the true count of juvenile and immature birds due to failing to account for juvenile and immature birds migrating across to UK colonies in the breeding season from wintering grounds outside of the UK. However as stated, this approach will result in a more precautionary assessment in-line with Natural England guidance due to making use of a much smaller total regional breeding population against which the impacts have been assessed.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_209_020623	S42	Email	200. Offshore Ornithology. Detailed comments. Baseline Characterisation. Reference Populations. Non-breeding season(s). NRW (A) agree with the use of the non-breeding season(s) BDMPS (Biologically Defined Minimum Population Scales) sizes from Furness (2015) presented in Table 10.12 of Chapter 10, Table 1.3 of Annex 10.2, Table 1.4 of Annex 10.3.	The Applicant notes your response.	No
Morg_0036_210_020623	S42	Email	201. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. NRW (A) welcome the proposal in paragraph 10.8.1.4 of Chapter 10 of an EMP that includes measures to minimise disturbance to rafting birds from transiting vessels and that this should be secured through a condition in the marine licence(s).	The Applicant notes your response.	No
Morg_0036_211_020623	S42	Email	202. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. Please note our comments in paragraphs 186-189, Section 1.5.2.1.1 above regarding the numbers and apportionment of unidentified birds (particularly the high number of records of guillemot/razorbill), clarification on availability bias correction factors used, how corrections for unidentified birds and availability bias have been applied for MRSea estimates and confidence intervals.	The apportionment of unidentified species was applied to design and model-based estimates (i.e. MRSea) of known species. Further analysis has been undertaken to achieve greater auk ID rates. The methodology is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. The methodology detailing how correction factors were applied to abundance estimates is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0036_212_020623	S42	Email	203. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. Please also note our comments in paragraph 199, Section 1.5.2.3.1 above regarding the seasonal regional breeding populations used.	The apportionment of unidentified species was applied to design and model-based estimates (i.e. MRSea) of known species. The methodology is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. The methodology detailing how correction factors were applied to abundance estimates is presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0036_213_020623	S42	Email	204. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. NRW (A) welcome that quantitative assessments of displacement have been undertaken for all phases for guillemot, razorbill, puffin, gannet and Manx shearwater for EIA scale within Section 10.8.1 of Chapter 10 and in Annex 10.2. NRW (A) also note that assessment has been made of kittiwake displacement. However, currently NRW (A) do not recommend that displacement is assessed for kittiwake as we currently consider the evidence base to be insufficient and hence, NRW (A) have not provided advice/comment on this.	Although black-legged kittiwake are considered to have low sensitivity to displacement, this species has been considered following an agreement through the Evidence Plan Process.	No
Morg_0036_214_020623	S42	Email	205. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. The table headings for the tables in Appendix A of Annex 10.2 (Tables A.1-A.6) suggest that the mean seasonal peak abundance estimates used in the matrices for displacement assessments are based on the modelled (i.e. MRSea) abundance estimates. However, clarification is required as to whether this is the case, as we note that in Appendix B, Table B4 of Annex 10.1 for gannet for example, Table B4 suggests that there are no model-based (MRSea) abundances for any months except August and September of the 12 months of data presented for the Morgan generation assets site plus 2km buffer, but there are abundances given for all the months without MRSea estimates (i.e. Apr-Jul, Oct-Mar) in Table A.4 of Annex 10.2, which suggests that the design-based estimates for these months have been included. Therefore, clarification is required as to whether the monthly abundance estimates presented in Tables A.1-A.6 of Annex 10.2 are actually a mix of	The methodology for the calculation of abundance metrics for use in displacement analyses is provided in Volume 4, Annex 5.2: Offshore ornithology displacement technical report. Populations from MRSea modelling are used where available with design-based abundance metrics used to fill gaps.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			design based and model-based (MRSea) estimates or are all model-based (MRSea) or all design-based for the species where MRSea has been run.		
Morg_0036_215_020623	S42	Email	206. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. Based on the above (paragraph 205), it appears that for the species where MRSea estimates have been generated for some of the surveys, the quantitative impact assessments (e.g. of displacement and collision risk) have been based on a mix of MRSea estimates for months where these are available and design-based estimates where MRSea estimates are not available. Whilst this approach seems sensible and uses the best available data, this hierarchy of approach needs to be clearly stated in the documents.	Monthly species abundances are a mix of MRSea and design-based abundances, with MRSea estimates used instead of design-based estimates wherever possible. Further explanations are provided in Volume 4, Annex 5.2: Offshore ornithology displacement technical report of the Environmental Statement and in Volume 4, Annex 5.3: Offshore ornithology collision risk modelling technical report of the Environmental Statement.	No
Morg_0036_216_020623	S42	Email	207. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. NRW (A) agree with the displacement and mortality rates used for the operational phase for auks (guillemot, razorbill and puffin) and gannet and also welcome that displacement during the construction and decommissioning phases has been considered to be 50% of the operational phase.	Noted. The whole matrix has been presented for auks and gannet inline with other species in the offshore ornithology assessment.	No
Morg_0036_217_020623	S42	Email	208. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Disturbance and displacement. However, as discussed during offshore ornithology EWG 3, as there is currently no evidence for any particular range of displacement rates (1-10%, 30-70% or any other) for Manx shearwater from offshore wind farms, NRW (A) welcome that the whole matrices for all phases are presented in Tables 1.103-1.111 and 1.113-1.121 of Annex 10.2. NRW (A) do note that Manx shearwaters have been shown to avoid the windfarm at North Hoyle in Liverpool Bay (see Table 3 of Dierschke et al. [2016]). The predicted impacts across the whole matrices presented in the PEIR can be used to further inform discussions through the EWG on the appropriate range of displacement rates to use in the final submission for Manx shearwater (as was agreed during EWG 3)	Noted. The whole matrix has been presented for Manx shearwater inline with other auk species in the offshore ornithology assessment.	No
Morg_0036_218_020623	S42	Email	209. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. NRW (A) welcome that assessment of collision risk has been made for the key sensitive species seabird species and also for non-seabird migrant species that may have been missed by digital aerial surveys within Section 10.8.4 of Chapter 10 and in Annexes 10.3 and 10.4. However, seabird species that that may pass through the Morgan generation assets site on migration (e.g. skuas, terns etc) shouldn't be excluded from assessments based on low numbers recorded during site-based surveys alone. It would not be appropriate to use SOSSMAT (Strategic Ornithological Support Services Migration Assessment Tool) for these species as they often migrate following coastlines at a distance offshore, rather than straight lines between point of origin and destination, which is an assumption of SOSSMAT/Migropath. Alternative approaches are therefore required, such as estimating the abundance of a species of bird migrating through a wind farm footprint area based on an apportionment of migrant bird numbers across a broad migratory front. So as an example, for a species that might pass through the Irish Sea as part of a longer migratory route (such as great skua), the risks to which the population is exposed relates to the proportion of the broad migratory front that passes across the proposed wind farm area. For a species that migrates exclusively over the sea, the broad migratory front could be defined as the width of the Irish Sea. Consideration should also be given to the distribution of birds within the broad migratory front: birds could be distributed evenly, or they might have a skewed distribution – e.g., if the species tends to avoid the coast on migration through the Irish Sea, then distribution could be biased towards the centre of the Irish Sea. This approach is broadly	The approach to quantify migratory seabirds using the Marine Scotland project on strategic assessment of collision risk of OWFs to migrating birds (WWT Consulting and MacArthur Green, 2014) has been presented at the offshore ornithology EWG meeting 5 and adopted in Volume 4, Annex 5.3: Offshore ornithology migratory birds collision risk modelling technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			consistent with the approach taken in the report for the Marine Scotland project on strategic assessment of collision risk of OWFs to migrating birds (WWT Consulting Ltd., 2014) hiip://www.gov.scot/Resource/0046/00461026.pdf		
Morg_0036_219_020623	S42	Email	210. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. Seabird collision risk. NRW (A) welcome that the collision risk modelling has been undertaken using the Stochastic Collision Risk Model (sCRM) developed by Marine Scotland (McGregor et al., 2018) and given the lack of robust site-specific flight height data, agree that the impact assessments have been based on Option 2 outputs.	The Applicant notes your response.	No
Morg_0036_220_020623	S42	Email	211. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. Seabird collision risk. NRW (A) are content with use of the input parameters (biometrics, avoidance rates, nocturnal activity factors) used as presented in Table 1.1 of Annex 10.3, which are consistent with those supplied by Natural England (NE) in their draft guidance (which was submitted in NE's relevant representations for the Dudgeon and Sheringham Shoal extension projects examination – see Appendix B2 of: EN010109-000540-Natural England - Relevant Representation.pdf (planninginspectorate.gov.uk). The review of avoidance rates by Ozsanlav-Harris et al. (2022) that informed the draft guidance on avoidance rates is now published and available from JNCC's website at: Review of data used to calculate avoidance rates for collision risk modelling of seabirds | JNCC Resource Hub. NRW (A) also agree with the use of a 70% reduction in gannet densities going into the CRM to account for macro avoidance.	Noted. NE avoidance rates and JNCC Ozsanlav-Harris have both been used in the offshore ornithology assessment as NE presented Large gull rates for great black-backed gull while Ozsanlav-Harris presented species specific rates which were deemed appropriate for use.	No
Morg_0036_221_020623	S42	Email	212. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. Seabird collision risk. NRW (A) understand that the seabird density data used in the sCRM are 1,000 bootstrapped values generated for each month using either MRSea or design based outputs. Please note our comments in paragraphs 192-194, section 1.5.2.1.3 above regarding how densities of flying birds only have been generated from MRSea for use in CRM and we also request that the bootstrapped data be provided to enable the modelling to be re-run and the outputs checked.	Densities of birds in flight were generated by multiplying the densities of all behaviours within the Morgan Array Area (generated from MRSea or design-based) by the proportion of birds in flight. The proportion of birds in flight of each species was calculated for each month separately, across the entire survey area using the raw data. The proportion was calculated across the entire digital aerial survey area rather than just the Morgan Array Area to ensure the sample size was sufficient to generate a robust estimate of the proportion of birds in flight. Further explanation is given in Volume 4, Annex 5.3: Offshore ornithology collision risk modelling technical report of the Environmental Statement.	No
Morg_0036_222_020623	S42	Email	213. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. Seabird collision risk. Whilst the input parameters (bird parameters and turbine parameters) are provided in Tables 1.1 and 1.2 of Annex 10.3, NRW (A) recommend that the log files produced by the sCRM tool be provided as an appendix.	Density estimates of species screened into collision risk assessment are presented in Volume 4, Annex 5.3: Offshore ornithology collision risk modelling technical report. All bootstrapped abundance are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report Log files are available on request in a digital format.	No
Morg_0036_223_020623	S42	Email	214. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale (Section 10.8 of Chapter 10, Annexes 10.2-10.4). Collision risk. Migratory non-seabird collision risk. NRW (A) welcomes that the collision risk assessment for migratory non-seabirds has been undertaken using the SOSSMAT tool to estimate the number of birds passing through the Morgan generation assets site on migration and that these estimates have been fed into collision risk modelling using the Band (2012) single transit model in Annex 10.4. NRW (A) welcomes that a range of avoidance rates have been considered. From Table 1.4 of Annex 10.4 the proportions at collision height (%PCH) for each species used in the CRM are the central %PCH values for the relevant species groups from Table 3 of Wright et al. (2012), consideration should also be given to the ranges of %PCHs in Wright et al. (2012) to account for uncertainty. NRW (A) also advise that an example species Band (2012) input and output sheet are included.	An example species of the Band (2012) input and output is presented in Volume 4, Annex 5.3: Offshore ornithology migratory birds collision risk modelling technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_224_020623	S42	Email	215. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). NRW (A) do not consider it appropriate to base the cumulative (and hence also in combination) assessments on so many unknowns for impacts from many of the relevant other projects. Whilst these historic projects may not have undertaken quantitative assessments, or assessments using current approaches, estimates will need to be generated for these unknown projects in order to undertake meaningful assessments. NRW (A) suggest this should be explored collaboratively through the offshore ornithology EWG. These discussions could also cover potential issues over different avoidance rates, collision model options etc. used by other projects where there are data available.	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	No
Morg_0036_225_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • The figures included for Erebus for both displacement and collision risk are not the final agreed figures. They appear to be from the ES submission, which are not correct as these did not apportion unidentified birds to species and the collision figures were based on use of site-specific flight height data collected by a method that has not been adequately validated or agreed by the SNCBs. NRW (A) consider the appropriate figures to include for Erebus are in Table 1 and Table 2 below. Table reference - please see original response	Erebus collision figures recommended by Statutory Nature Conservation Bodies (SNCBs) are included the CEA presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0036_226_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: - As the figures for the Morgan generation assets project are currently based on only 12 months of data, these and hence the overall totals will need updating one the full 24 months of data are available ahead of submission.	The Applicant notes your response. The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0036_227_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • As the PEIR for the Morecambe generation assets project is also now available for consultation, it is likely that figures will be available to include for this project in cumulative assessments come submission of the Morgan project.	The cumulative assessment considers information in the public domain at the point of application. The publicly available information at the point of submission is the Morecambe Generation PEIR which has been incorporated into the cumulative effects assessment.	No
Morg_0036_228_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • Please note that data for Llŷr 1 & 2 may be available ahead of the application submission for Project Morgan. NRW (A) expect Llŷr 1 & 2 to submit their application shortly and within 2023, so it is likely that data will be available for these projects ahead of Morgan's application submission.	The cumulative assessment in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement considers information in the public domain at the point of application.	No
Morg_0036_229_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within	All projects that have been considered in the cumulative assessment presented in Volume 2, Chapter 5: Offshore Ornithology of the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • The cumulative assessment tables are missing the Hexicon TwinHub site off North Cornwall and the Morlais tidal site (which should have the ERM (Encounter Risk Model)/CRM (Collision Risk Model) predictions included in assessments (data for these were included in the updated assessments in the Erebus SEI (Supplementary Environmental Information) document – link below Table 1 below). Table 1 in image tab.	Environmental Statement. These have been considered with impacts included if applicable.	
Morg_0036_230_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • Table 10.77 – NRW (A) advise that this table is double checked as (based on the figures presented in the RIAA (Report to Inform an Appropriate Assessment)appendix H, Annex H.4 of The Crown Estate's Round 4 plan level HRA documents), the figures presented in Table 10.77 for North Hoyle look like they should be for Burbo Bank Extension, those for Walney 1 & 2 look like they should be for Ormonde, those for West of Duddon look like they should be for Walney 3 & 4 (Walney Extension) and those for Gwynt y Môr look like they are those for West of Duddon Sands	Figures have been checked and updated in the CEA and presented the offshore ornithology assessment.	No
Morg_0036_231_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • NRW (A) query why in Table 10.87 there are only two seasons (breeding and nonbreeding) considered for gannet, when from Furness (2015) there are two nonbreeding seasons for gannet (spring/pre-breeding and autumn/post-breeding) as well as the breeding season. As a result, we suggest that the figures presented for the different wind farms are also checked.	The cumulative assessment presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement considers non-breeding seasons from Furness (2014).	No
Morg_0036_232_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • Table 10.98 – as the relevant BDMPS for kittiwake in Furness (2015) is the UK Western Waters and Channel, the projects located in the Channel should also be included in cumulative impacts for this species – so Rampion 1 and Rampion 2 should be included for cumulative kittiwake collision.	Projects located in the Channel (Rampion 1 and 2) and within the UK Western Waters and Channel are included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0036_233_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • NRW (A) recommend that the collision figures included for Awel y Môr in Table 10.98 of Chapter 10 are checked, as these do not look consistent with those presented in Table 41 of the Awel y Môr Offshore Ornithology Chapter of the ES (8.70_D8_AyM_ES_Volume_2_Chapter_4_Offshore_Ornithology_RevC (planninginspectorate.gov.uk))	Awel y Môr collision figures are included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_234_020623	S42	Email	216. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). In addition to the point above regarding unknowns, with regard to the data included for other projects within the cumulative assessments (applies for both displacement and collision and construction and operation phases), NRW (A) note the following: • As a result of the points above, the cumulative totals will change in the final submission and hence we have not made any comments on the overall level of cumulative impacts or their significance.	The cumulative collision assessment presented in the CEA in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement has been updated.	No
Morg_0036_235_020623	S42	Email	217. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). It would be useful if the displacement matrices presented in the cumulative assessments could indicate where 1% of baseline mortality of the relevant population is exceeded.	Displacement matrices have been presented where necessary in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement incorporating highlighted cells for baseline mortality. Cells within each CEA matrix in the species-specific sections were shaded red to indicate where the displacement mortality would surpass the 1 % threshold of background mortality of the relevant regional or national population for each species.	No
Morg_0036_236_020623	S42	Email	218. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). NRW (A) query why Manx shearwater has not been assessed for cumulative displacement impacts both during construction and operation/maintenance, as we consider this should be assessed.	Noted and Manx shearwater are now assessed fully in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0036_237_020623	S42	Email	219. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Cumulative EIA Scale Impacts (Section 10.10 of Chapter 10). NRW (A) also suggest that cumulative collision assessments of migrant species are also undertaken, at least with Morgan generation assets, Mona, Morecambe generation assets and Awel y Môr as a minimum, as there is the potential that such birds could encounter these sites.	Cumulative collision assessment of migrant species is included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement. Manx shearwater has been assessed for cumulative displacement impacts.	No
Morg_0036_238_020623	S42	Email	220. Offshore Ornithology. Detailed comments. Assessment of Significant Effects/Impacts at EIA scale. Combined Displacement and Collision (Section 10.10.4 of Chapter 10). NRW (A) welcome that combined cumulative displacement and cumulative collision have been assessed for gannet (and kittiwake) in Section 10.10.4 of Chapter 10. However, the combined impact of displacement plus collision risk for the Morgan project alone should also be undertaken for these species.	The combined cumulative displacement and collision for northern gannet and black-legged kittiwake for the Morgan project alone has been updated and is included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement.	No
Morg_0036_239_020623	S42	Email	221. Offshore Ornithology. Detailed comments. Population Viability Analysis (PVA) (Annex 10.6). NRW (A) welcome that in Annex 10.6 PVAs have been undertaken where predicted cumulative impacts equate to more than 1% of baseline mortality of the relevant populations and that these have been undertaken using the NE/JNCC PVA tool –based on the current figures this has been undertaken for annual cumulative (EIA scale) displacement impacts for guillemot and operational collision impacts for great black-backed gull. Given lack of evidence for how density dependence acts on the populations for which PVAs have been undertaken, we agree that these have been run as density independent models. However, we note our comments on the cumulative figures in paragraphs 215-219, Section 1.5.3.3 above and note that these will need to be revised and PVAs updated accordingly and the species and impacts requiring PVAs may need to be updated.	PVA has been undertaken where predicted cumulative impacts equate to more than 1% of baseline mortality of the relevant populations. The results are presented in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement.	No
Morg_0036_240_020623	S42	Email	222. Offshore Ornithology. Detailed comments. Population Viability Analysis (PVA) (Annex 10.6). NRW (A) welcome that the models have been run for 5,000 simulations and that the tool input parameter log files have been included. However, all results of the PVAs, including graphs of counterfactual of population size (CPS), counterfactual of growth rate (CGR) and population size under baseline and impacted conditions should also be provided.	PVAs have been parameterized with a 5-year burn-in period to include age structure from burn-in run period. PVAs are presented in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_241_020623	S42	Email	223. Offshore Ornithology. Detailed comments. Population Viability Analysis (PVA) (Annex 10.6). NRW (A) note that the PVAs have been run excluding a 'burn in' and it has been assumed that any impacts on populations commenced the year following latest population counts, which for all models appears to be 2023. As advised during EWG meeting 4 (Feb 23) and in our subsequent follow up advice, NRW (A)'s understanding is that the burn-in is done as a separate component and is done before the main PVA runs are done - the burn-in involves running baseline PVA simulations for n burn-in years and outputting the age structures that are obtained at the end of this period. This age structure is then used as the initial age structure within the main PVA runs. The burn-in run, and main PVA run are identical except in the way that the initial age structure is specified. So, NRW (A) advise that the PVAs are parameterised using a 5-year burn-in period, with the impacts set to commence when the project is anticipated to start operating and to run for the lifetime of the project, and with the starting population being the latest count for the site in question. Therefore, the models should be updated to account for this.	PVAs have been parameterized with a 5-year burn-in period to include age structure from burn-in run period. PVAs are presented in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement.	No
Morg_0036_242_020623	S42	Email	224. Offshore Ornithology. Detailed comments. Population Viability Analysis (PVA) (Annex 10.6). Paragraph 10.10.2.62 of Chapter 10 discusses reduction in growth rate and decrease in population size of the guillemot population and paragraph 10.10.3.9 of Chapter 10 discusses reduction in growth rate of the great black-backed gull population. NRW (A) note that these reductions in growth rate and population size are a reference to the counterfactuals of growth rate (CGR) and population size (CPS), which are the ratio of the impacted growth rate or population size to that predicted in the absence of the impact. Thus, they indicate how much smaller the growth rate or population size may be following the imposition of any given magnitude of impact. However, this is not the same as a decrease in the growth rate or population size, but rather that one (the impacted growth rate or population size) will be smaller than the non-impacted. I.e. they indicate how much lower the impacted growth rate or population size will be compared to the projected unimpacted growth rate or population size – so not relative to the current population size or growth rate. NRW (A) suggest that the wording in the paragraphs 10.10.2.62 and 10.10.3.9 is amended to reflect this interpretation of the counterfactuals. For example, in paragraph 10.10.2.62 for guillemot this should say that at the worst-case scenario of 70% displacement and 10% mortality, the population after 35 years will be 13.208% lower than it would have been in the absence of the additional mortality and the population growth rate would be reduced by 0.393%. This interpretation of the counterfactuals should also be considered in the wording with the PVA technical report (Annex 10.6). The PVA tool output graphs of population size under baseline and impacted (i.e. with the cumulative impact) scenarios should be presented (or included in Annex 10.6) to back up the statement in paragraph 10.10.3.10 of Chapter 10 that 'it is assumed that despite any additional mortality, the population is still expected to continue to grow and will be larger after 35 years' than its current level.	The suggested wording has been used to describe the impacted growth rate and population size PVAs in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement.	No
Morg_0036_243_020623	S42	Email	225. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. As the Morgan generation assets project is located wholly in English waters, NRW(A)'s primary area of interest for offshore ornithology for this project is on impacts to Welsh designated sites. As has been discussed during the offshore ornithology EWGs (particularly meetings 3 and 4 in Nov 22 and Feb 23 respectively), we do not agree with the approach to LSE screening as set out in the HRA Screening Report. This is because LSE is a coarse screening filter, should be simple and if further evidence is bought in, then effectively this should be part of the appropriate assessment. This provides a transparent approach that can be followed through the Stage 2 ISAA. So, we would expect all sites where a qualifying feature has been recorded on the development site and where there is potential connectivity and an impact pathway and hence the potential to undermine the conservation objectives for the feature to be screened in for LSE and carried through to the Stage 2 ISAA. Any additional	The updated approach to the HRA Stage 1 Screening Report has been discussed and agreed through the evidence plan process (Document Reference E1.4).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			work looking at, e.g. apportioning impacts, size of predicted collision or displacement impacts and assessments of predicted impacts against baseline mortality etc. should be included in the Stage 2 ISAA. NRW (A) advise Furness (2015) is used to identify potential connectivity in the non-breeding season.		
Morg_0036_244_020623	S42	Email	226. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Hence, NRW (A) does not agree that sites and features should be screened out from LSE for the project alone based on predicted impacts equating to <1% of baseline mortality. Additionally, NRW (A) also does not agree that sites are screened out of in-combination assessments where the predicted impact from the project alone is <0.5% of the baseline mortality of the site population, as while 0.5% of baseline mortality can be considered to be insignificant in the context of the population, this does not mean that this level of additional mortality should not be added to an assessment of in-combination impacts. Whilst these approaches may have been taken for the Round 4 Plan Level HRA, NRW (A) does not consider these assessment principles to be relevant at the project level, as the approach does not take the level of granularity required at the individual project level.	The updated approach to the HRA Stage 1 Screening Report has been discussed and agreed through the evidence plan process (Document Reference E1.4).	No
Morg_0036_245_020623	S42	Email	227. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. NRW (A) understands that a revised approach to LSE screening for offshore ornithology will be taken for the final submission and that this approach is currently being reviewed and discussed through the EWG. NRW (A) will continue to input to these discussions.	The updated approach to the HRA Stage 1 Screening Report has been discussed and agreed through the evidence plan process (Document Reference E1.4).	No
Morg_0036_246_020623	S42	Email	228. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. The Morgan generation assets HRA screening and Stage 2 ISAA have been based on only 12 months of digital aerial survey data. Although we note that a further 12 months have been collected, they are not presented and analysed for review in the PEIR and associated HRA documents. Therefore, at this stage until the full data set is available, NRW (A) are not in a position to agree to any conclusions and as there isn't the adequate survey data to screen out sites and/or species and hence at present we consider that all Welsh sites (SPAs/Ramsar's/SSSIs) designated for seabirds and wintering estuarine birds should be screened in.	The assessments presented in Volume 2, Chapter 5: Offshore Ornithology of the Environmental Statement and the ISAA include 24 months of baseline data.	No
Morg_0036_247_020623	S42	Email	229. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). As noted above, NRW (A) consider that all work on apportionment of impacts should be undertaken as part of the HRA and not as part of LSE screening.	The updated approaches to the HRA Stage 1 Screening Report and ISAA report have been discussed and agreed through the evidence plan process. As discussed, a 'two step' integrity test has been carried out in the ISAA. This involves a high level initial step 1 assessment to determine those SPAs with low risk of Adverse Effect on Integrity (AEOI), and a more detailed step 2 assessment for those SPAs where there is greater risk of an AEOI.	No
Morg_0036_248_020623	S42	Email	230. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). NRW (A) suggest that the list of SPA colonies for the different species presented in Appendix A of Annex 10.5 (and the relevant species tables within this annex) are checked, as for the Welsh sites at least, there are some colonies listed as being SPAs, that are not designated as SPAs, for example: • Great Orme and Little Orme is listed as being an SPA, however, this is not a designated SPA. However, Great Orme's Head is a designated SSSI with breeding guillemot, razorbill and kittiwake as features - as the Morgan generation assets project is located within mean-maximum foraging range of all three of these species from this SSSI, a quantitative assessment of displacement for guillemot and razorbill and of collision for kittiwake should	Collision and displacement impacts have been apportioned to SSSIs sites with seabird features within the foraging ranges of the Morgan Array Area. Results are presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement. The impact of the increase in baseline in mortality on the common guillemot breeding population at Great Orme's Head SSSIs is investigated in Volume 4, Annex 5.6: Offshore ornithology population viability analysis technical report of the Environmental Statement. No other species was investigated due to apportioning highlighting the impact did not go above 1% hence no further assessment needed. The chapter assessed the impact of collision and displacement on features of SSSI sites connected to the Morgan Array Area.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			be undertaken for EIA within the ES Chapter, as impacts to SSSIs with connectivity to Mona have not been assessed anywhere within the PEIR. Little Orme's Head is also a designated SSSI with breeding cormorant as a feature – we note that the Morgan generation assets project is located outside of mean-maximum foraging range from this site for this species. • South Stack is not a designated SPA • For Welsh designated sites, we suggest considering: Natural Resources Wales / Find protected areas of land and sea		
Morg_0036_249_020623	S42	Email	231. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). NRW (A) do not agree that Manx shearwater have been screened out for apportionment of impacts to colonies.	Apportioning has been undertaken for Manx shearwater and presented in Volume 4, Annex 5.6: Offshore ornithology apportioning technical report of the Environmental Statement.	No
Morg_0036_250_020623	S42	Email	232. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). Breeding season apportionment. NRW (A) welcome the use of the NatureScot method for apportionment of impacts in the breeding season.	The Applicant notes your response.	No
Morg_0036_251_020623	S42	Email	233. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). Non-breeding season apportionment. It appears that the number of adult and immature birds at each colony used in the non-breeding season apportionment are not those from the Tables in Appendix A of Furness (2015) and we assume are updated figures. However, the respective nonbreeding season BDMPS total figures for adults and juveniles used in the calculations have not been updated to account for new colony data and use those presented in the tables in Appendix A. NRW (A) do not consider this to be appropriate as updating the SPA colonies figures presented in the tables in Appendix A of Furness (2015) with more recent figures is not recommended, unless there is evidence to suggest that the colony in question has increased or decreased significantly relative to other colonies.	To apportion non-breeding season effects from the Morgan Array Area between relevant SPAs, the contribution of adult and immature birds from an individual SPA as a proportion of the BDMPS defined in Furness (2015) was utilised.	No
Morg_0036_252_020623	S42	Email	234. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). Non-breeding season apportionment. NRW (A) recommend that the data presented in Furness (2015) Appendix A is used. The advised approach is to apportion seabird species to a specific SPA population by using the proportion of the relevant colony figure against the total BDMPS population during each respective non-breeding season. Whether the colony figure in the BDMPS tables used is the adult figure or that for all ages depends on the approach to impact assessment (e.g. if a PVA model is being employed and impacts within the model are specified as changes to adult survival, then calculating the proportion of adults within the relevant BDMPS would be the appropriate approach). Worked example: To apportion the number of gannets within the UK Western Waters BDMPS to the Grassholm SPA during the spring migration, the data within Table 17 of Appendix A should be used (Furness 2015): During the spring season for the UK western waters BDMPS, the number of Grassholm SPA adult birds is 78,584 birds whilst the total number of gannets of all ages across the BDMPS is 661,888 birds. Therefore, the proportion of Grassholm SPA adult birds across the BDMPS during spring can be calculated as 11.9%. Note: birds of all ages are used for the population of seabirds across the BDMPS whilst only adults are used for the SPA population. This is due to breeding colony SPAs being designated based on breeding individuals or pairs, rather than all birds at the colony.	To apportion non-breeding season effects from the proposed development sites between relevant SPAs, the contribution of adult and immature birds from an individual SPA as a proportion of the BDMPS defined in Furness (2015) was utilised.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_253_020623	S42	Email	235. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). Apportionment of age classes. As has been raised previously during offshore ornithology EWG meetings 3 and 4, NRW (A) do not agree with the use of the PVA stable age structures, as it is very difficult to say that this is what it is at the specific offshore site in a specific season. NRW (A) currently advise that proportions of adults and immatures are based on age-class information from site-specific surveys. We note the difficulties associated with ageing some species from digital aerial data and currently recommend that in the absence of site-specific information on age classes, a precautionary approach assuming all adult-type birds are adults is adopted	Where possible, site-specific age-classes from Digital Aerial Surveys (DAS) were used for age-class apportioning within the breeding season as advised by the Expert Working Group. If age data was not available, all birds were assumed to be adult birds. Methodology is presented in Volume 4, Annex 5.6: Offshore ornithology apportioning technical report of the Environmental Statement.	No
Morg_0036_254_020623	S42	Email	236. Offshore Ornithology. Detailed comments. HRA Stage 1: Screening Report/ HRA Stage 2: Information to Support Appropriate Assessment (ISAA) Report. Apportionment of Impacts to Sites (Annex 10.5). Sabbaticals. As has been previously noted during the EWG 3, NRW (A) currently advise that sabbaticals are not included/taken into consideration, so sabbaticals should not be removed from impact assessments.	Sabbaticals have been included in adults impacts for the purpose of the impact assessment.	No
Morg_0069_012_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with Barrow. As an example, the impact upon Whooper Swan has been the subject of studies in relation to Barrow and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0069_013_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects generally, in order to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0070_011_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with Burbo Bank Extension. As an example, the impact upon Whooper Swan has been the subject of studies in relation to Burbo Bank Extension and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0070_012_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects generally, in order to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0071_010_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with Burbo Bank. As an example, the impact upon Whooper Swan has been the subject of studies in relation to Burbo Bank and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0071_011_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects generally, in order to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0072_011_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with Walney 3 and 4. As an example, the impact upon Whooper Swan has been the subject of studies in relation to Walney 3 and 4 and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0072_012_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects generally, in order to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0073_010_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with Walney 1 and 2. As an example, the impact upon Whooper Swan has been the subject of studies in relation to Walney 1 and 2 and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0073_011_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects generally, in order to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0087_021_020623	S42	Email	Cumulative and in-combination effects of projects It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with West of Duddon Sands. As an example, the impact upon Whooper Swan has been the subject of studies in relation to West of Duddon Sands and these studies have shown Whooper Swan transits through or close to your proposed development. Whooper Swan have so far been omitted in your offshore ornithology chapter.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0087_022_020623	S42	Email	We would be happy to discuss with you the Whooper Swan studies, and your approach to potential cumulative or in combination effects, to help ensure a compliant assessment.	Whooper swan has been included in the Morgan Array migratory waterbird Collision Risk Modelling assessment (see Volume 4, Annex 5.3: Offshore Ornithology Migratory Bird Collision Risk Modelling Technical Report of the Environmental Statement).	No
Morg_0087_024_020623	S42	Email	The PIER is also lacking with regard to the proposed approach when dealing with ongoing cumulative environmental monitoring and survey programmes, and MWL would welcome the opportunity to receive more information on this.	No significant effects have been concluded as a result of the Morgan Generation Assets, alone or cumulatively with other projects and so no monitoring has been proposed. It is concluded that there will be no significant cumulative effects on physical processes receptors from the Morgan Generation Assets alongside other projects/plans. See Volume 2, Chapter 1: Physical processes of the Environmental Statement (Document Reference F2.1), which considers requirements for monitoring.	no

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0101_002_200423	S47	Online form Q2	Bad for environment, ugly, danger to yet more birds.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement. Potential impacts on offshore ornithology are assessed within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No
Morg_0110_002_240423	S47	Consult Online	Work should be carried out on harnessing the currents rather than affecting the wind farms that can distort/destroy migrating birds	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_010_260423	S47	Online form Q1.2	How will these windfarms adversely effect the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_011_260423	S47	Online form Q1.3	How will these windfarms adversely effect the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_012_260423	S47	Online form Q1.4	How will these windfarms adversely effect the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	
Morg_0115_013_260423	S47	Online form Q1.5	How will these windfarms adversely effect the ecology?	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0118_003_280423	S47	Online form Q1.5	When I visited a large wind farm near Palm Springs in America I was told it was responsible for up to 10000 bird deaths a year.	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5)	No
Morg_0136_003_110523	S47	Online form Q4	Not seen info but would support any scheme to c.ut [sic.] emissions, provided a careful approach is taken to avoid damaging birds and sealife	The Applicant notes your response. The EIA and mitigation measures relating to bird life and sealife are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0137_011_120523	S47	Online form Q6	It will be detrimental to the ecology and wildlife in the area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0137_017_120523	S47	Online form Q1.5	The structures would seem to be in the observed travel and migratory routes of marine birdlife, some of which are protected species and should be supported. I feel the wind farm would detrimentally impact local birdlife.	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0144_006_170523	S47	Online form Q1.5	Bird population affected. You will have all this information	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0161_010_250523	S47	Online form Q1.5	Danger to Migrating bird life	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5).	No
Morg_0179_003_310523	S47	Online form Q1.3	Disturbance and spoiling of such habitats	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0179_005_310523	S47	Online form Q1.5	cost to migrating birds	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document Reference F2.5)	No
Morg_0180_008_010623	S47	Online form Q1.2	It is harmful for the ecology, as the plans are to put three projects in the same area.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapters 2 to 5 of the Environmental Statement. Cumulative effects assessments have been undertaken for all topics for projects that temporally or spatially overlap with Morgan Generation Assets, as identified within Volume 3, Annex 5.1: CEA screening matrix of the Environmental Statement. A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	
Morg_0180_011_010623	S47	Online form Q1.5	It will affect offshore ornithology as well.	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document reference F2.5).	No
Morg_0180_018_010623	S47	Online form Q1.12	It will destroy the habitat of many animals and birds.	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (document reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including benthic subtidal ecology, fish and shellfish, marine mammals and offshore ornithology and identify any mitigation measures or monitoring required to minimise any potential impacts. The assessment and conclusions are documented within Volume 2, Chapters 2 to 5 of the Environmental Statement. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (document reference F2.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Impacts to marine mammal receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 4: Marine mammals of the Environmental Statement (document reference F2.3).	
Morg_0187_008_020623	S47	Online form Q1.5	The Irish sea is a major migratory route for many bird species and home to many more. The density of the wind turbines may have an effect on them.	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document reference F2.5)	No
Morg_0199_006_040623	S47	Online form Q1.5	I'm concerned about the danger of such a large development to seabird populations and to passing migratory birds in terms of collisions with the moving blades of wind turbines.	The assessment of potential impacts on offshore ornithology is considered within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (Document reference F2.5)	No
Morg_0232_002_170523	S47	Email	What effect would offshore windfarms have on migratory birds and marine life? More research needed!	Collision risk modelling for migratory birds is presented within Volume 4, Annex 5.3: Offshore ornithology migratory bird CRM technical report of the Environmental Statement (Document reference F4.5.4). Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (document reference F1.3). The EIA and mitigation measures relating to ecology are presented in: - Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (document reference F2.2) - Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (document reference F2.3) - Volume 2, Chapter 4: Marine mammals of the Environmental Statement (document reference F2.4) - Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement (document reference F2.5). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (document reference F2.3)). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (document reference F2.2). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No

D.24.12 Commercial fisheries table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0050_005_300523	S42	Email	Cumulative impacts: Fishing. There is no mention in the HRA Screening Report of fishing or fisheries as activities that have the potential for cumulative impacts on the marine environment and ecology in combination with the scheme. We consider that fishing should be included in both cumulative and in-combination assessments. Fishing is a licensable activity that has the potential to have an adverse impact on the marine environment. This is supported in the leading case C-127/02 Waddenzee [2004] ECR I-7405, the CJEU held at para. 6: 'The act that the activity has been carried on periodically for several years on the site concerned and that a licence has to be obtained for it every year, each new issuance of which requires an assessment both of the possibility of carrying on that activity and the site where it may be carried on, does not itself constitute an obstacle to considering it, at the time of each application, as a distinct plan or project within the meaning of the Habitats Directive.' This case law demonstrates that fishing is considered a plan or a project and therefore, not part of the baseline.	It is unrealistic to move fisheries from being assessed as baseline to activities with impacts to be included in the in-combination effects assessment of the HRA Stage 2 ISAA Report (Document Reference E1.2). Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). No meaningful assessment could be carried out to incorporate it. This is an approach which has been taken across the Environmental Statement. It is not feasible to consider each fishing vessel as a separate project within the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment which encompasses a relatively high degree of commercial fishing activity. See Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement.	No
Morg_0052_046_310523	S42	Email	Volume 2, Chapter 11: Commercial Fisheries Minor Comments Due to fishing policies, many fishing vessels will be excluded from fishing within the windfarm site, even if it is deemed acceptable by the operator. The MMO recommends this be taken into account when considerations are made for the Fisheries Liaison and Coexistence Plan and justifiable disturbance payments.	The Applicant is working towards a coexistence approach. This is detailed within the Fisheries Liaison and Coexistence Plan that is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (Document Reference J10).	No
Morg_0052_047_310523	S42	Email	Commercial fishing activity should be considered in conjunction with the cumulative effects on commercial shipping routes as spatial squeeze will bring higher likelihood of cross industry conflict in terms of access and potential gear conflicts in areas surrounding the windfarm site. Gear conflicts between differing types of fishing vessels may also increase, due to fishing grounds being diminished by windfarm projects and associated diverted commercial traffic.	These potential cumulative effects are considered within the cumulative effects assessment of the commercial fisheries chapter in the Environmental Statement (Volume 2, Chapter 6).	No
Morg_0054_001_010623	S47	Email	Do you have any comments / feedback on the offshore elements of the Morgan Offshore Wind Project generally? You may choose to comment on the specific topics listed (see numbered topics 1.1 to 1.14 below). Regarding specific offshore elements of the Morgan offshore windfarm project much our concerns relate to that of our response to the Mona offshore windfarm consultation. Our fishing vessels dredge for Queen Scallops within the western extents of Morgan as communicated in consultation events in 2022 along with Teams meetings. Our Queen Scallop VMS activity for 2022-23 fishing season is shown in the figure below in yellow; green VMS hits show King Scallop fishing activity. Our understanding from consultation with marine Space and BP to date is that a portion of the western extents would be undeveloped to enable our operations to continue. Similar to our response to the Mona project consultation, we would welcome in the next stage that the developer shall hold discussions with us regarding micro siting of turbines and cable arrays.	Engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan Generation Assets array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, as far as possible to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. An overview of design commitments are detailed within Volume 1, Chapter 3: Project Description of the Environmental Statement. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				outline of this plan has been included with the Application (see Document Reference J10). Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document Reference J6).	
Morg_0054_002_010623	S47	Email	Similar to our Mona response we consider that larger high capacity turbines would be preferred to enable less no. turbines required and subsequently more room for our fishing vessels to operate. Similarly we would prefer a tightly packed boundary of closely spaced turbines (i.e. 1 mile apart) with as much avoidance of the perimeter on the western corner to enable tows to continue north to south in and out of the windfarm. Finally similar to Mona, our operations would be least impacted by a north to south cable array layout in line with the direction we tow in this area.	Engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. This is detailed within Volume 1, Chapter 3: Project Description of the Environmental Statement. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (see Document J10). Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0054_003_010623	S47	Email	Our view is that the industrialisation and construction aftermath of the Morgan lease area requires careful consideration to preserve the sea bed conditions as they are at present. As communicated at meetings to date this area is contains a high % of juvenile Queen Scallops which we witness year after year the successful recruitment into other areas. The last 2-3 years the stocks have been increasing of Queen Scallops and we are currently in a period of good successful recruitment and fishing.	The fishing industry has advised areas of importance for supporting the fished areas for queen scallop within the array areas. Further consultation with the fishing industry has been undertaken since PEIR to support expanding the understanding of areas important for juvenile queen scallop beyond the array boundaries, due to limited research available on this subject, to support the assessment for the potential for recovery and for longer term impacts post-construction.	No
Morg_0054_004_010623	S47	Email	Therefore rock dumping over the cable array layout for instance would be detrimental to the Queen Scallop habitat and would be a challenge to tow Queen Scallop gear. We would comment that the backfilling of trenches/cables in this area is restored of sandy/gravelly substrate.	The Applicant notes your response. The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if cables are adequately buried and run in a north to south direction, which the Applicants have considered, as far as possible. This feedback has been used to inform the project design envelope. The Applicant has committed to undertaking the backfilling of trenches/cables with the same material.	Yes
Morg_0054_005_010623	S47	Email	Image within text - 1.3 Fish and shellfish ecology Similar to our response to Mona, we are in disagreement with much of the commentary in Volume 2, chapter 8: Fish and shellfish ecology. The impact assessment mostly regards that the	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement, see Volume 2,	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			alteration of seabed sediments as a result of the cable and turbine works will have 'minor adverse' effects mostly on the Queen Scallop habitat which we do not agree with. Alteration of some areas of the ground to rocky ground, worse case if rock dumping occurs, shall remove sections of prime gravelly/sandy Queen Scallop habitat and later their behaviour significantly.	Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3).	
Morg_0054_006_010623	S47	Email	Similar to our response to Mona project, we regard that Chapter 8 provides assertive hunches and no one knows possibly knows what impact the cumulative development of Mona and Morgan shall have on Europe's most primitive Queen Scallop grounds. Much of Morgan to the southern central extents are important nursery ground for Queen Scallops and construction works involving excavation, concreting, trenching and backfilling cable routes etc could have an irreversible effect on recruitment of Queen Scallops into the area fished to the west locally in Morgan known Queen Scallop grounds.	The Applicant notes your response. Potential cumulative effects on commercial fisheries are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. Potential cumulative effects on fish and shellfish are considered in Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement.	No
Morg_0054_007_010623	S47	Email	Our fishermen have paid witness to other developments such as the Isle of Man to Brighouse of Bay gas line installation whereby fishermen regard that the Queen Scallop habitat has never fully recovered 20+ years on. The Mona and Morgan proposals are on a far grander scale to cover the most important Queen Scallop grounds in Europe and the project should give full consideration to how they can mitigate as far as practically to avoid situating infrastructure directly on top of key habitat and fishing grounds.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0054_008_010623	S47	Email	1.6 Commercial fisheries Similar to our response to Mona, we are in disagreement with much of the commentary in the commercial fisheries chapter regarding the considered impacts ranging from minor-major. We also do not agree with the comments made regarding the Queen Scallop fleet being spatially adaptive and regard that only 5% of the fleet's income is generated from within Morgan; such comments are dismissive of the spatial squeeze crisis facing the fishing industry at the present. For instance, there is no recognition that this 5% displacement of effort shall need to be fulfilled somewhere else.	Meetings were undertaken in September 2023 to update stakeholders on the revisions that were made to the Morgan Array Area boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area (see Volume 1, Chapter 3: Project Description of the Environmental Statement). The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if above is committed to. The assessment within the commercial fisheries chapter (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) does not assume that 5% of the Scottish scallop fleets income from Queen scallops is from within the Morgan Array Area. The assessment is clear that this receptor group rely more heavily on the Morgan Array Area, as is discussed within the sensitivity, "they possess limited spatial tolerance, due to their high dependence upon the commercial fisheries study area for the dredging of queen scallop". Displacement of fishing vessels into other areas is assessed separately within the commercial fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Reference J10). The sensitivity description within the Commercial Fisheries chapter of the Environmental Statement has been amended to reflect the limited spatial adaptability for this receptor group. Cumulative effects are considered within the cumulative effects assessment section of the commercial fisheries chapter. This section considers the potential effects associated with spatial squeeze when assessing the Morgan Generation Assets cumulatively with other relevant plans and projects.	
Morg_0054_009_010623	S47	Email	The report is also insufficient as it does not seem to be in context of what has been discussed at earlier consultation meetings held with the developer to date. For instance, our understanding following the meeting held via teams just prior to Christmas is that a sufficient portion of the western extents is possibly being looked at as undeveloped as a means of Renewables-Queen Scallop coexistence. If this was the case our views would align more with the report's and be able to commence fishing operations targeting Queen Scallops and King Scallops.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0054_010_010623	S47	Email	Another point to raise is that the report only shows commercial fisheries data for queen Scallops up to 2020 and shows that the fishery catch rates have been declining in recent years, however post 2020 the catch rates have been increasing significantly. We would be happy to share this data on request.	The baseline for the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) incorporates 10 years of data, as recommended by this stakeholder, to capture the cyclical nature of the scallop fishery. Additional MMO landing statistics data for 2021 and 2022 has become available since submission of the PEIR, which has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No
Morg_0054_011_010623	S47	Email	3. Do you have any comments/ feedback on the possible community benefits of the Morgan Offshore Wind Project Generation Assets, and how the project can support the local, regional and national economy? Should the development proceed without any coexistence concepts such as space to fish as discussed at consultation meetings or a north-south corridor leaving the Queen Scallop ground free of development, then there shall be no community benefits to our community of	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Kirkcudbright within Dumfries and Galloway who have been relying on the fishing ground with Mona for over 50 years.	within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	
Morg_0054_012_010623	S47	Email	The only recommendation of how this project could support and favour our local community, the 130 employees and fishermen we employ and other businesses which feed off of us, is to follow the design recommendations we have provided in this report in addition to our consultation responses last year and meetings to date. Our consultation to date has been reasonably proactive and we wish for this to continue as the project progresses.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	Yes
Morg_0054_013_010623	S47	Email	5. Do you have any comments/ feedback on how the project interacts with commercial fisheries, shipping and navigation? See previous comments. Again similar to Mona, the project is situated directly on primitive Queen Scallop fishing ground as well as Queen Scallop nursery/spawning ground. Should the developer take upon the recommendations of consultation to date and leave the western extents free for fishing Queen Scallops then there will be lesser impact. Also avoidance of the western corner would be favourable for north-south shipping. Morgan is also situated in a high traffic area for shipping and fishing.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0054_014_010623	S47	Email	Our views are not dissimilar to the information we have provided to date. Also a lot of our points are repetitive to those of our earlier response to the Mona project consultation. Our involvement and discussions with BP and Marine Space on the project to date has been a fairly optimistic experience in terms of concepts which have been discussed to enable continuity of our commercial fishing activities targeting Queen Scallops. I have taken the liberty of also attaching earlier consultation from 2022 where our views are still the same regarding how Queen Scallop fishing in the Irish Sea and Mona wind farm could coexist. We look forward to further engagement and consultation to work towards a solution of coexistence.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0054_015_010623	S47	Email	If the above Figure (Figure 1) does not align with your understanding, can you highlight any additional areas of interest along with a comment on why this is not represented in the MMO data? - Generally the darker higher values within the windfarm areas (indicated on the mapping above) aligns with our understanding of the important Queen Scallop fishing hot spots.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No
Morg_0054_016_010623	S47	Email	3. Please provide further comment on any specific areas of importance to your fishery in/around the lease areas of the Morgan and Mona Offshore Wind Farms. This may include information on particular ground (seabed) types that are more important/avoided by your vessel/members? - In general around 75% of our time for season 2021-2022 dredging Queen Scallops is within the lease areas and in terms of specific areas, some areas yield higher catches than in other specific areas within the lease areas. However our fishing vessels and others do rotational fishing of the specific areas in the Irish Sea where Queenies can be fished and this style of fishing and availability of different patches to fish is why the fishery has generally been successful for the last 50 years we have participated in it. Some areas are specifically important for high % catches but all areas are important in terms of contributing to the health of the stock.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			If we did not rotate our fishing then stocks would become depleted which would subsequently impact recruitment into other areas. In general the ground to the east within the lease areas is important spawning ground of the stocks where due to the ground conditions and other by catch, cannot be fished by our vessels. Therefore this ground is generally left alone as the stock / spat from the east is recruited onto the ground to the west where we fish. The ground even further to the west of 4O W of where we fish is rougher and stonier and is more suitable to the King Scallop fishery. The data we present in our plotters is where our fishermen mark Queen Scallop fishing on the suitably sandy gravelly ground within the lease areas (with little by-catch) and is the most pivotal bed of Queen Scallops in Europe, if not the world.		
Morg_0054_017_010623	S47	Email	Morgan There is some 10nm2 of the western corner of the Morgan area that is of importance to us for fishing Queen Scallops. More specifically our Queen Scallop vessels tow in a SE to NW direction in this area, as this is more comfortable to fish in the predominant westerly winds. The Kingfisher BA810 data below demonstrates this towing direction in this area and this is where large densities of Queen Scallops exist. There are Queen Scallops throughout the Morgan area but we consider this western corner most important commercially. Closer towards the IOM territorial sea, our vessels also fish along / adjacent to this line which the Osprey BA4 plotter data below indicates. Of the plotter data presented this corner we rely on to fish Queenies closely correlates with the high value mapping results presented in Figure 1 across most years.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0054_018_010623	S47	Email	Selected Kingfisher BA810 Queen Scallop tows Selected Osprey BA4 Queen Scallop tows - Images within text	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No
Morg_0054_019_010623	S47	Email	Mona The Queen Scallop bed which is fundamental to our business is some 2 to 2.5 nm wide through the middle of the Mona area, typically just east of the 4o W line on the unique gravelly sandy seabed. This 2-2.5nm strip goes from south to north through the entirety of the Mona lease area and fishermen would regard that half way up between 53o 40’ N to 53o 47’ N is the most important zone for catching. We have just had a reasonable season and the VMS data for our vessels for the 2021-22 season is shown below for Queenie fishing. The red indicates good fishing in the sandy gravelly ground, the lighter red showing good fishing in the stonier ground and yellow shows disappointing catches of Queenies for the last year which has been prolific in the past, again regarded as important fishing ground. Indicated in green is of limited importance for commercial Queen Scallop fishing, and is recognized as spawning ground, particularly the area to the east in green. Unlike Queen Scallop fishing in the Morgan lease area, the Mona site is too complex to describe in this paper and would be better conveyed at a face to face meeting and furthermore coordinates of the areas of interest in the map below. For instance, our fishermen tow in a north to south direction in this area of the Irish Sea with the tide and weather and with 4-5 telecom cables in consideration. In the stonier tows to the east of 4o W the vessels fish in a different style in consideration of the ground.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_020_010623	S47	Email	2021-2022 Queen Scallop VMS data and categorizing importance of the ground - Image within text	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No
Morg_0054_021_010623	S47	Email	4. Figure 2 (below) displays the average landed weight by month (UK vessels only) over a 10 year period within the region of the Morgan and Mona arrays. Does this trend of catches rising from July up to a peak in September align with your understanding of the seasonality fishery trends? If no, please provide additional comment below.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			☐ Yes ☒ No		
Morg_0054_022_010623	S47	Email	Queen Scallops We fish and process Queen Scallops from July to March with August to January being most important to our process when the product is most suitable. August to December are particularly important months which the bar chart data reflects. The Queen Scallop fishery is closed from April to July to conserve stocks during spawning. King Scallops We fish King Scallops from November to May. The King Scallop fishery is closed from November to June to conserve stocks during spawning.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_023_010623	S47	Email	5. Assuming that any inter-array cables were buried to a depth that would not result in any interaction with fishing gear, please provide feedback on a minimum distance (metres) between 2 turbines which you feel would allow your fishing vessels to continue operating safely. - (1.5Nm to 2Nm) 2800m – 3700m would potentially allow fishing.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_024_010623	S47	Email	6. Please provide comment on the penetration depth of your gear (if applicable) and your preference for a minimum cable burial depth (metres). - Queen Scallop fishing gear (skid or rubber mat gear) penetrates some 0.2m maximum King Scallop fishing gear 0.4m maximum and is more prone to snagging / coming fast. We would consider that cables would need to be guaranteed a minimum of 1.5m burial with suitable protection to ensure no cable exposure. It has came to our attention recently that Gwent Y Mor windfarm to the south on similar sandy gravelly ground has exposed cables in various locations and this should serve as warning in relation to Morgan and Mona. This would put us in a position where there would be no coexistence between wind energy and Europe's largest Queen Scallop fishery if similar burial mistakes were made.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_025_010623	S47	Email	7. Please provide comment on any alignments of turbines/cables that would potentially reduce conflict on fishing activity and encourage co-existence - We rely on fishing Queen Scallops and King Scallops within the lease areas, however since sensible protection is needed for continuity of the important Queen Scallop fishery we outline comments below which we feel would offer as a minimum for coexistence. Morgan It would be a desirable outcome if a small portion (a 7th or 6th of the area) of the western extents of the lease area was left free of development as per plotter info provided in section 3. Similar to Dogger Bank East being developed at present, if the perimeter turbines were tightly packed to the east where nobody fishes and sporadic turbine placing near the Manx territorial sea this would be preferred. The cable array at best would be desired to be SE to NW where the vessels currently tow (again see Section 3 tows). However, with the turbines now available (over 15MW) we would anticipate that the western extents are free of cables/turbines and the Queen Scallop fishery would be affected on a lesser scale. Mona It should be realised by the developer from Section 3 comments above that the Queen Scallop beds are situated along a corridor from north to south. The best and obvious coexistence solution would be for the Queen Scallop ground to be unaffected with only the eastern side of the lease area developed. Some fishing ground would be compromised but at least the fishing ground would be protected and the area shown below would potentially satisfy other shipping/ferry traffic, although this is not for us to comment.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_026_010623	S47	Email	Preferred coexistence for the Queen Scallop fishery – Mona windfarm to the east - Image within text	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0054_027_010623	S47	Email	If it is unavoidable to develop within what we disclose above to meet the 1500MW capacity, then it is important for the Queen Scallop fishery that the points below are taken if the developer truly wishes for coexistence between offshore fixed turbines and fishing in the Irish Sea and not to make the same mistakes as other windfarms on the east coast on King Scallop ground.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_028_010623	S47	Email	A) In the map below, we would seek that no turbines are situated within the red zones as a minimum and preferably not the yellow zones. We would regard this as viable to the developer with large turbines would need to space the turbines some 2.5-3.5km apart anyway similar to Dogger Bank A. It has to also be ensured that no turbines are micro-sited on other historic tows which can be clarified at a further meeting. In the map below we would not consider that development in the green zones would impact our fishing patterns, other than for the fact that a windfarm would be situated on prime spawning ground. B) We would not wish for east to west cables to cross the Queen Scallop fishing ground shown in the red and yellow zones in the map. Cables crossing the ground should be taken at one location where there are no tows at the present. This should be carefully considered since our fishermen already negotiate with 4+ telecom cable hazards across the Queen Scallop ground. C) north-south cable runs should be adopted such as that of the Moray East wind farm which is nearing completion (see map below). Many recent windfarms have adopted of a 'spider web' cable layout leading from central substation points which would be disastrous for Queen Scallop fishing and King Scallop fishing across the lease area. D) Turbine vibrations are unproven in their effect on the sensory organs of Queen Scallops as this is the first windfarm proposal on a Queen Scallop habitat. For coexistence, the developer needs to assure that vibration effects are eliminated in what is an untested habitat for a wind farm.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_029_010623	S47	Email	Images within text	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0054_030_010623	S47	Email	9. Please provide any additional comments you wish to make regarding the potential layout/design of these proposed Projects. It is very challenging to respond to this consultation to essentially outline how us as fishers and processors can continue fishing in a manner unaffected by a wind energy project situated on Europe's (and possibly the world's) largest Queen Scallop fishing grounds. We are of course opposed to the project and extremely frustrated that a lease footprints was not considered further to the east where there is little fishing of any kind. However we have provided comments in this report regarding the only way in which successful coexistence can be reached and not meet a similar fate to many of the other wind farms which have just been built in the North Sea. We are also not convinced that there is much available science of the effect of wind turbines on Queen Scallop beds, and especially since this is proposed as the first. We are gravely concerned that once these lease areas are in operation, that the 'flighty' Queen Scallops will be displaced and die; and commercial Queen Scallop fishing may be finished in the UK. The sandy, gravelly ground is the prime and unique habitat which makes the ground ideal for Queen Scallops to thrive and serve as a commercial fishery which we have relied upon for 50+ years. In an attempt for true coexistence with the Queen Scallop fishing industry we would urge the developer to avoid any direct development on the red and yellow areas on the mapping within the Mona area so as to not alter this unique and successful seabed environment. Elsewhere in the green areas, north to south cable areas should be adopted to lead to substations to the east away from fishery interests. It is important to allow lanes north to south where King Scallop fishing can continue, otherwise everyone will be displaced into a so called fishing zone. Specifically to the Morgan lease area, the simple means to encourage coexistence is to avoid building the windfarm at all on the small western section of this lease area we fish for Queen Scallops. This is a high density Queen Scallop bed.	Feedback considered within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Finally, due to the complexity of the Mona site we would request a face to face meeting in discussion of micro siting.		
Morg_0055_001_010623	S47	Email	This response to the Morgan Consultation is presented by the Scottish Fishermen's Federation on behalf of the 450 plus fishing vessels in membership of its constituent associations, the Anglo Scottish Fishermen's Association, Fife Fishermen's Association. Fishing Vessel Agents and Owners Association, Mallaig & North West Fishermen's Association, Orkney Fisheries Association, Scottish Pelagic Fishermen's Association, the Scottish White Fish Producer's Association and Shetland Fishermen's Association. With communication and invaluable input from West Coast Sea Products Ltd whose vessels are members of the SWFPA. Regarding specific offshore elements of the Morgan offshore windfarm project much our concerns relate to that of our response to the Mona offshore windfarm consultation.	The Applicant notes your response	No
Morg_0055_002_010623	S47	Email	The SFF member fishing vessels dredge for Queen Scallops within the Western extents of Morgan as communicated in consultation events in 2022 along with Teams meetings. Queen Scallop VMS activity for 2022-23 fishing season is shown in the figure below in yellow; green VMS hits show King Scallop fishing activity.	The Applicant notes your response. This feedback has been considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement	Yes
Morg_0055_003_010623	S47	Email	The SFF understanding from consultation with Marine Space and BP to date is that a portion of the Western extents would be undeveloped to enable our operations to continue.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0055_004_010623	S47	Email	Regarding to our response to the Mona project consultation, we would welcome in the next stage that the developer shall hold discussions with us regarding micro siting of turbines and cable arrays.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0055_005_010623	S47	Email	Akin to our Mona response we consider that larger high-capacity turbines would be preferred to enable less no. turbines required and subsequently more room for our member vessels to operate.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0055_006_010623	S47	Email	Similarly, we would prefer a tightly packed boundary of closely spaced turbines (i.e.,1 mile apart) with as much avoidance of the perimeter on the western corner to enable tows to continue North to South in and out of the windfarm.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0055_007_010623	S47	Email	Finally, like Mona, our operations would be least impacted by a North to South cable array layout in line with the direction of tow in this area.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	Yes
Morg_0055_008_010623	S47	Email	The SFF view is that the industrialisation and construction aftermath of the Morgan lease area requires careful consideration to preserve the seabed conditions as they are at present. As communicated at meetings to date this area is contains a high % of juvenile Queen Scallops which has been witnessed year after year the successful recruitment into other areas. The last 2-3 years the stocks have been increasing of Queen Scallops and our members are currently in a period of good successful recruitment and fishing. Therefore, rock protection over the cable array layout would be detrimental to the Queen Scallop habitat and would be a challenge to tow Queen Scallop gear. We would comment that the backfilling of trenches/cables in this area is restored of sandy/gravelly substrate.	Assessed as part of Fish and Shellfish Ecology (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement). The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if cables are adequately buried and run in a north to south direction, which the Applicants have considered, as far as possible. This feedback has been used to inform the project design envelope. The Applicant has committed to undertaking the backfilling of trenches/cables with the same material.	Yes
Morg_0055_009_010623	S47	Email	1.3 Fish and shellfish ecology. As our response to Mona, the SFF are in disagreement with much of the commentary in Volume 2, chapter 8: Fish and shellfish ecology. The impact assessment mostly regards that the alteration of seabed sediments because of the cable and	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			turbine works will have 'minor adverse' effects mostly on the Queen Scallop habitat which we do not agree with. Alteration of some areas of the ground to rocky ground, worse case if rock placement occurs, shall remove sections of prime gravelly/sandy Queen Scallop habitat and later their behaviour significantly.	(Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	
Morg_0055_010_010623	S47	Email	Akin to our response to Mona project, we regard that Chapter 8 provides assertive hunches and given the scientific uncertainty around the impact the cumulative development of Mona and Morgan shall have on Europe's most primitive Queen Scallop grounds. Much of Morgan to the Southern central extents are important nursery ground for Queen Scallops and construction works involving excavation, concreting, trenching and backfilling cable routes etc. could have an irreversible effect on recruitment of Queen Scallops into the area fished to the West locally in Morgan known Queen Scallop grounds.	The Applicant notes your response. The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0055_011_010623	S47	Email	Our fishermen have paid witness to other developments such as the Isle of Man to Brighouse of Bay gas pipeline installation whereby fishermen regard that the Queen Scallop habitat has never fully recovered 20+ years on. The Mona and Morgan proposals are on a far grander scale to cover the most important Queen Scallop grounds in Europe and the project should give full consideration to how they can mitigate as far as practically possible to avoid situating infrastructure directly on top of key habitat and fishing grounds.	Further evidence has been reviewed to inform the assessment for queen scallop habitat loss within the Environmental Statement (Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3)). The Applicant has committed to the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	Yes
Morg_0055_012_010623	S47	Email	1.6 Commercial fisheries Again, similar to our response to Mona, the SFF are in disagreement with much of the commentary in the commercial fisheries chapter regarding the considered impacts ranging from minor-major.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and Mitigation and Monitoring Schedule. The low magnitude of impact definition within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) has been updated to cover a potential loss of revenue of between 5-10%, while the medium magnitude of impact definition now covers a potential loss of revenue of between 11-50%. Estimated percentage reduction in annual value of landings valuations are informed by expert judgement that is based on	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				data analysis, stakeholder feedback, the array layouts presented and how these may affect fishing activity.	
Morg_0055_013_010623	S47	Email	We also do not agree with the comments made regarding the Queen Scallop fleet being spatially adaptive and regard that only 5% of the fleet's income is generated from within Morgan; such comments are dismissive of the spatial squeeze crisis facing the fishing industry at the present. For instance, there is no recognition that this 5% displacement of effort shall need to be fulfilled somewhere else.	The Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) has been updated to reflect this. The sensitivity description has been amended to reflect the limited spatial adaptability for this receptor group. The assessment within the Commercial Fisheries chapter of the Environmental Statement does not assume that 5% of the Scottish scallop fleets income from Queen scallops is from within the Morgan Array Area. The assessment is clear that this receptor group rely more heavily on the Morgan Array Area, as is discussed within the sensitivity, "they possess limited spatial tolerance, due to their high dependence upon the commercial fisheries study area for the dredging of queen scallop". Displacement of fishing vessels into other areas is assessed separately within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). Cumulative effects are considered within the cumulative effects assessment section of the commercial fisheries chapter. This section considers the potential effects associated with spatial squeeze when assessing the Morgan Generation Assets cumulatively with other relevant plans and projects.	No
Morg_0055_014_010623	S47	Email	The report is also insufficient as it does not seem to be in context of what has been discussed at earlier consultation meetings held with the developer to date. For instance, our understanding following the meeting held via teams just prior to Christmas is that a sufficient portion of the Western extents is possibly being looked at as undeveloped as a means of Renewables-Queen Scallop coexistence. If this was the case our views would align more with the report's and be able to commence fishing operations targeting Queen Scallops and King Scallops.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0055_015_010623	S47	Email	The SFF would like to point out that the report only shows commercial fisheries data for queen Scallops up to 2020 and shows that the fishery catch rates have been declining in recent years, however post 2020 the catch rates have been increasing significantly. SFF members would be happy to share this data on request.	The baseline for the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) incorporates 10 years of data, as recommended by this stakeholder, to capture the cyclical nature of the scallop fishery. Additional MMO landing statistics data for 2021 and 2022 has become available since submission of the PEIR, which has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	No
Morg_0065_023_020623	S42	Email	Figure 1.21 is poorly presented and represents only a very specific queen scallop consideration (Scottish dredge fishing) and only WITHIN the Morgan generational area. It is not indicated as such on the figure, and does not represent a reasonable indication of queen scallop fishing grounds in the region, with no equivalence to the king scallop data presented in Figure 1.20 , which might reasonably be inferred from the context. As noted in comments on the Commercial Fisheries chapter, queen scallop should be presented as an equivalent to Figure 1.20, and using the same data sources. Example map for historic QSC fishing grounds from similarly-available VMS data sources	Additional consultation with the fishing industry has been undertaken to gain a broader understanding of the queen scallop grounds outside of the array area. The Applicant has committed to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. Commercial fisheries is considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement (Document Reference F2.6).	No
Morg_0065_024_020623	S42	Email	Queen and king scallop: fishing activity maps based on EU VMS data (2018-2022) from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data. Figure shown on Morgan Images tab	The Applicant notes your response. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into Volume 4, Annex 6.1: Commercial fisheries technical report of the Environmental Statement (Document Reference F4.6.1) and has been considered within the commercial fisheries assessment.	No
Morg_0065_034_020623	S42	Email	The herring statement also appears to contradict Chapter 11 Commercial Fisheries, where it indicates the presence of this fishery in the areas and an effect on receptor. For example; Herring vessels · 11.8.2.21 Feedback from project-specific consultation has established that, at the time of writing, the herring fishery in the region is comprised of three pelagic trawlers from Northern Ireland and two from England. Landings statistics indicate that within the commercial fisheries study area, this receptor group almost exclusively operates within ICES Rectangle 37E5, in which a relatively small, northwest section of the Morgan Array Area is located. The Douglas Bank herring fishery, positioned within ICES Rectangle 37E5, overlaps with the northwest section of the Morgan Array Area; and is subject to annual closure between 21 September and 15 November. Landings statistics indicate that August and September are the most important months for the herring fishery. · 11.8.2.22 This receptor group will be affected by construction works at the Morgan Array Area (duration of up to four years, including seabed preparation). The Isle of Man maintains a herring closure under domestic fisheries legislation, despite revocation of the original Council Regulation ((EC) no 850/98, amended by EC 2723/1999) which includes the Morgan array site see; Pg 26 hiips://www.gov.im/media/1363405/ch -41-fisheries.pd (Figure shown on Morgan Images (Fig3)	The herring fisheries closure has been considered within Volume 4, Annex 3.1: Fish and shellfish ecology technical report (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Potential impacts in relation to commercial fisheries are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement (Document Reference F2.6).	No
Morg_0065_071_020623	S42	Email	Chapter 11: Commercial Fisheries The Isle of Man territorial sea lies almost entirely within the Morgan Commercial Fisheries Area (Figure 11.1) and, as such, Manx commercial fisheries should be comprehensively considered in the PEIR and future EIA assessments using the best available data. As the Isle of Man is not part of the UK, the assessment must be considered in the context of a separate/neighbouring jurisdiction, with its own legislative system, and in terms of transboundary effects. The importance of commercial fishing in the Manx territorial sea, within the Morgan Commercial	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the commercial fisheries technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Fisheries Area is illustrated in several Figures in the Technical Report, e.g. 1.44, 1.51 and 1.52. However, Figure 1.44 appears to cover all-vessel landings, whereas Figures 1.51 and 1.52 indicate use of >12m data only. How then are all landings ascribed to vessel classes for the purpose of identifying fleet impact, when a sector is excluded? As noted elsewhere, ALL IoM VESSELS are fitted with VMS and so data is available for this fleet and should be included somehow, otherwise it could be assumed that these collective data may tend to underestimate the activity of <12m fleet sector, and potentially disproportionately the Manx fleet, due to its relatively closer proximity to the array site.		
Morg_0065_072_020623	S42	Email	<u>Technical Report</u> The PEIR provides a technical report on commercial fisheries in the Annexe 11.1 to Volume 4. The objective of the technical report is to “provide a baseline of commercial fishing activity in relation to the Morgan Generation Assets, and the wider east Irish Sea region, through a review of official datasets; additional information and knowledge obtained through consultation with fisheries groups; and site-specific surveys”. The Methodology notes that data over at least a four year time period has been assessed, with up to 10-year assessment where possible. The IoM Government view is that a four year baseline dataset is not sufficient to assess fisheries given the disruption to activity between 2019-2022 resulting from Brexit, Covid-19, and the fuel/energy crisis. The cyclical nature of scallop fisheries is noted, but the recent permacrisis has affected all fisheries.	A 10 year data period has been obtained for both MMO and STECF landings data and MMO and ICES VMS data, specifically to address the cyclical nature of fisheries. Reference to a four year data period has been removed within the commercial fisheries chapter of the Environmental Statement. The Seafish Best Practice Guidance for Fishing Industry Financial and Economic Impact Assessments suggest that downstream economic multipliers can be useful if a policy is expected to have a large economic and/or employment impact. However, the guidance states that multipliers do not take account of displacement of supply chain activity to other parts of the fishing industry or other industries, and therefore are likely to overstate the medium to longer run impacts. Due to the uncertainty about displacement effects, the guidance states that it is generally not recommend that multipliers are used in headline figures to assess the economic impact of a fishing closed area (Seafish, 2012). There are very few sources of fisheries-specific multipliers; the Fraser of Allander Institute undertook work for Seafish in 2004 and their report is one of the most cited. However, with the consolidation of the industry and other developments seen in the sector, this is considered to be outdated.	Yes
Morg_0065_073_020623	S42	Email	The value of landings at first-sale is presented, though the report notes that additional value (up to 60% of landed value) is generated from commercial fishing activity. I would suggest that the downstream economic multipliers (Type I and Type II) are incorporated into the assessment of impacts on fishing activity, using peer-reviewed economic multiplier analysis where possible, in order to capture to full economic impact. Seafish has done work in this area. The data source used for landings, 2010-2020, notes that resolution is only available at ICES Rectangle and only for vessels over-10 m. The MMO may also hold higher-resolution under-10 m vessel data for some species within their Monthly Shellfish Activity Return dataset. The Isle of Man collects comparable data in the Monthly Shellfish Log dataset. Both of these data sources are now replaced by the Under-10m MMO Catch App. There is under-10 m data available. The Morecambe Windfarm assessment includes this data.	A 10 year data period has been obtained for both MMO and STECF landings data and MMO and ICES VMS data, specifically to address the cyclical nature of fisheries. Reference to a four year data period has been removed within the commercial fisheries chapter of the Environmental Statement. MMO landings data by ICES Rectangle for <10m vessels has been included, however the limitation that vessels this size are not required to complete logbooks so may be under-represented within the data has been acknowledged. Although UK>12m in length have VMS, the MMO only provide datasets for >15m vessels. This is also an acknowledged limitation of the MMO and ICES VMS data, which does not include vessels <12m. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the commercial fisheries technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment. The Seafish Best Practice Guidance for Fishing Industry Financial and Economic Impact Assessments suggest that downstream economic multipliers can be useful if a policy is expected to have a large economic and/or employment impact. However, the guidance states that multipliers	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				do not take account of displacement of supply chain activity to other parts of the fishing industry or other industries, and therefore are likely to overstate the medium to longer run impacts. Due to the uncertainty about displacement effects, the guidance states that it is generally not recommend that multipliers are used in headline figures to assess the economic impact of a fishing closed area (Seafish, 2012). There are very few sources of fisheries-specific multipliers; the Fraser of Allander Institute undertook work for Seafish in 2004 and their report is one of the most cited. However, with the consolidation of the industry and other developments seen in the sector, this is considered to be outdated.	
Morg_0065_074_020623	S42	Email	It is not clear why under-15 m data is not included in the VMS dataset. All vessels over-12 m have been required to carry VMS during the reports study period. In the Isle of Man, vessels targeting scallops have been required to carry VMS since 2015, irrespective of size.	MMO landings data by ICES Rectangle for <10m vessels has been included, however the limitation that vessels this size are not required to complete logbooks so may be under-represented within the data has been acknowledged. Although UK>12m in length have VMS, the MMO only provide datasets for >15m vessels. This is also an acknowledged limitation of the MMO and ICES VMS data, which does not include vessels <12m. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the commercial fisheries technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment.	Yes
Morg_0065_075_020623	S42	Email	I think para 1.4.2.9 is a fair and accurate representation of Manx interest (directly) in the Morgan area, though historically more vessels may have fished outside the 12nm.	This response has been acknowledged within the Commercial Fisheries Technical Annex (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) of the Environmental Statement	No
Morg_0065_075_020623	S42	Email	In relation to para 1.4.2.22 – I would add that the UK Government has recently apportioned quota to the Isle of Man for herring, and that the number of vessels based in the Isle of Man targeting this stock is anticipated to increase in the coming years. This could be included in section 1.5.	This response has been acknowledged and included within section 1.5 of the Commercial Fisheries Technical Annex (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) of the Environmental Statement	No
Morg_0065_076_020623	S42	Email	In relation to para 1.4.5.6 – I would add that within the Isle of Man territorial sea, the majority of landings of queen scallop is through the use of the 'queenie bottom trawl' gear. Although there has been historic dredge-caught queens in Manx waters, most dredge activity now occurs outside the Isle of Man territorial sea. This is mentioned later in 1.4.6.25.	Section 1.5.4 is specific to species landed within the commercial fisheries study area, while section 1.4.6 is specific to gear type. A cross reference to paragraph 1.4.6.25 has been added to paragraph 1.4.5.6 within the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	No
Morg_0065_077_020623	S42	Email	In relation to para 1.4.5.13 – it would be useful to have consideration of gear types in relation to Nephrops (the proportion of creel vs trawl, which will be impacted differently by the development).	Within the commercial fisheries study area, MMO landings statistics (2012-2022) indicate that more than 95% of all Nephrops landings by UK and Isle of Man vessels are landed while deploying otter trawl, demersal trawl/seine. A focus on these gear types in relation to Nephrops is, therefore, provided in section 1.4.5 of the Commercial Fisheries Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	No
Morg_0065_078_020623	S42	Email	In relation to para 1.4.6.23 – the penetration depth seems high. There is peer reviewed literature on this, which should be used in addition to the questionnaire data.	These values on gear penetration depth were informed by peer-reviewed literature. Information on gear penetration depth has been updated within the Commercial Fisheries Technical Annex (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) of the Environmental Statement following Project-specific consultation.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_079_020623	S42	Email	Table 1.4: Seasonal closures of the scallop fisheries by administration Table 1.4: Seasonal closures of the scallop fisheries by administration Isle of Man 01 June to 31 October Five closed areas The closure period is correct, but the whole territorial sea is closed, not 5 areas. Please correct accordingly.	Noted and now amended within the commercial fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_080_020623	S42	Email	1.4.2.9 '…33 scallop vessels registered in IoM…' This is not correct. At 2023 there are 29 and 25 Manx-registered vessels licenced for scallops and queen scallops respectively. However, that doesn't scope the fishery in Manx waters, since a total of 55 vessels are licenced to fish for scallops (Pecten maximus) and 36 vessels that can fish for queen scallops (Aequipecten opercularis) in Manx waters. The difference being UK-registered vessels	This information was informed by feedback from Project-specific consultation with the Manx Fish Producers Organisation (MFPO). The commercial fisheries chapter of the Environmental Statement has now been updated with the correct values.	Yes
Morg_0065_081_020623	S42	Email	1.4.3 Overview of landings Please clarify in the text whether 'UK vessels' includes Isle of Man vessels, given that IoM is not part of the UK. For example, Figure 1.53 differentiates Northern Irish (which is part of the UK) vessels from 'UK vessels,' but Manx vessels (which are not part of the UK) are not separated.	The description of the official data sources has been updated within the commercial fisheries chapter to clarify that the term "UK Vessels" includes Isle of Man vessels within each used dataset.	Yes
Morg_0065_082_020623	S42	Email	Similarly, Paragraph 1.4.8.11: • 'VMS data and feedback from fisheries stakeholders indicates that the west part of the Morgan Array Area is the most important area for vessels targeting queen scallop; these areas are displayed in Figure 1.54 which has been produced through close liaison with Scottish fisheries stakeholders and is presented as a guide to inform this technical report. Other parts of the Morgan Array Area are of lesser importance for commercial queen scallop fishing but are recognised as important spawning areas.'	The description of the official data sources has been updated within the Commercial Fisheries chapter of the Environmental Statement to clarify that the term "UK Vessels" includes Isle of Man vessels within each used dataset, (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_083_020623	S42	Email	As noted elsewhere, the Manx fleet predominantly uses otter trawl to target queen scallops, and so the area displayed in Figure 1.54 is only the most important to the Scottish vessels which use dredge. By contrast, the most important area for queen scallops for the Manx fleet lies further west, inside Manx territorial waters, as shown (and underestimated) in Figure 1.52. As such, Figure 1.54 cannot be considered as being representative.	The description of the official data sources has been updated within the Commercial Fisheries chapter of the Environmental Statement to clarify that the term "UK Vessels" includes Isle of Man vessels within each used dataset, (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The Applicant has obtained relevant VMS data from the Isle of Man Government, which provides comprehensive coverage of Manx vessels, of all sizes, in the region. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_084_020623	S42	Email	For example (see below): data compiled recently for the Isle of Man Government to show queen scallop fishing activity (using swept area as a proxy) clearly shows the distribution of these fisheries in Manx waters, and proximate to the Morgan array area. While the technical report and Chapter report's king scallop data is broadly indicative, the queen scallop data is not.	The Applicant has obtained relevant VMS data from the Isle of Man Government, which provides comprehensive coverage of Manx vessels, of all sizes, in the region. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_085_020623	S42	Email	Map based on EU VMS data from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data. These types of inconsistency makes it challenging to determine the comprehensiveness of the data, and therefore the conclusions drawn, particularly in relation to impact on the Isle of Man fleet. (See Fig4 on Morgan Images)	The Applicant has obtained relevant VMS data from the Isle of Man Government, which provides comprehensive coverage of Manx vessels, of all sizes, in the region. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The Isle of Man Government would welcome further consideration of this matter, and further discussion as appropriate.	has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0065_086_020623	S42	Email	Table 1.5: *Aquapecten = Aequipecten*	This is acknowledged and the Latin name has since been updated. Figure 1.44 within the commercial fisheries chapter of the Environmental Statement has been updated to reflect port by landings (tonnes) (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	Yes
Morg_0065_087_020623	S42	Email	1.4.7.1: '*Figure 1.44 shows fishing effort (kW/days) in relation to key ports in the region, between 2009 and 2020 (MMO, 2021b). Within the commercial fisheries study area, Fleetwood had the highest fishing effort in England between 2009 and 2020; landings into other English ports fluctuated across the time period; landings into the Isle of Man were also high, notably for Douglas, Peel, Port St Mary and Ramsey*'.	Figure 1.44 within the Commercial Fisheries Technical Annex of the Environmental Statement has been updated to reflect port by landings (tonnes) (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	Yes
Morg_0065_088_020623	S42	Email	This seems like an odd data presentation. How does fishing effort (kW days) relate to a port? Should it be simply landings (tonnes)? It does not look like port of registry, nor port of landing, since all Manx ports appear broadly similar landings which would be surprising. Please clarify data presentation. Also, please note that there has been a 221 kW power limit for QSC and SCE since 2010 in IoM and some de-rating has occurred as a result, so it may artificially give an impression of lower activity versus UK waters where no equivalent restriction applies. How does this affect the consideration of relative spatial fishing effort in the assessment?	Figure 1.44 within the Commercial Fisheries Technical Annex of the Environmental Statement has been updated to reflect port by landings (tonnes) (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	Yes
Morg_0065_089_020623	S42	Email	1.4.8.13 – 1.4.8.15: acknowledging that this section, and Figures 1.55 and 1.56 are indicative, and undertaken as part of a specific study by CEFAS, they clearly do not include any significant activity within Manx waters. As such, how have smaller Manx vessels been considered in this analysis?	Figure 1.44 within the Commercial Fisheries Technical Annex of the Environmental Statement has been updated to reflect port by landings (tonnes) (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	Yes
Morg_0065_090_020623	S42	Email	As noted previously, ALL mobile gear Manx vessels have VMS fitted and report data, and so could be similarly considered and presented for Fig 1.56.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_091_020623	S42	Email	Data on smaller Manx static gear vessels could be obtained from various sources, including Isle of Man Government, MFPO or Manx fishermen directly. See Fig5 on Morgan Images for comparative commercial fishing activity maps recently compiled for Isle of Man Government and for the Manx territorial sea area.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_092_020623	S42	Email	Crab and lobster commercial fishery activity data (2010 to 2021) (static gear) based on pot hauls (as a proxy for fishing effort/activity)). Data is obtained from monthly shellfish activity forms, but which does not contain EU logbook data from larger U.K. vessels (I.e. U.K. vessels fishing in 38E5), and so is not comprehensive. It is not known whether these data is available on Citrix (i.e. from MMO), or whether only DEFA holds it.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_093_020623	S42	Email	Whelk commercial fishery activity map (2010 to 2021) (static gear) based on pot hauls (as a proxy for fishing effort/activity)). Data is obtained from monthly shellfish activity forms, but which does not contain EU logbook data from larger U.K. vessels (I.e. U.K. vessels fishing in 38E5),	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			and so is not comprehensive. It is not known whether these data is available on Citrix (i.e. from MMO), or whether only DEFA holds it. (Fig6)	brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0065_094_020623	S42	Email	As such, and without equivalent presentation of Manx data in the report, the conclusion at 1.4.8.14 ‘Figure 1.55 indicates that static gear activity (<15m vessels) was relatively low within the inshore parts of the commercial fisheries study area. This generally aligns with feedback from project- specific consultation and information collected through site specific surveys (section 1.4.9).’ is questioned.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_095_020623	S42	Email	Inshore fishing activity does not only relate to the UK coast, but also from the Manx coast. Indicative data can be presented, but wider conclusions cannot necessarily be draw from them. Inshore fishing activity does not only relate to the UK coast, but also from the Manx coast. Indicative data can be presented, but wider conclusions cannot necessarily be draw from them. How has this conclusion been used in the subsequent analysis for the PEIR? Does it affect those conclusions? The Isle of Man Government requests consideration of these points and further engagement as appropriate.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_096_020623	S42	Email	King scallop: fishing activity map (dredge) based on EU VMS data (2017/18-2021/22) from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data. (Fig7)	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_097_020623	S42	Email	Queen scallop: fishing activity map (otter trawl) based on EU VMS data (2018-2022) from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data. As such, and without equivalent presentation of Manx data in the report, the conclusion at 'Figure 1.56 indicates that mobile gear activity (<15m vessels) within the inshore areas was highest off the Cumbrian coast and the Welsh coast, which is also evident within the VMS data.’ cannot be considered valid. Indicative data can be presented, but wider conclusions cannot necessarily be draw from them. (Fig8) How has this conclusion been used in the subsequent analysis for the PEIR? Does it invalidate those conclusions? The Isle of Man Government requests consideration of these points and further engagement as appropriate.	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_098_020623	S42	Email	Vol. 2. Chapter 11 Commercial Fisheries MFPO Consultations in June 2021, Nov 2022 – seems limited considering the proximity to Manx waters. MFPO does not significantly represent the smaller static gear vessels. Consultation has not occurred with the Isle of Man Scallop Management Board, nor with DEFA Fisheries Division directly on the Isle of Man. These are considered to be a potentially significant omissions in achieving comprehensive coverage of Manx fisheries, especially given the relatively limited engagement with the MFPO and queries regarding appropriately representative VMS data and observational survey data (see other comments).	Table 1.2 within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) has been updated to clarify attendance, as the Isle of Man Government were invited and attended during meetings in November 2022 and September 2023. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_099_020623	S42	Email	11.2 Policy context Please note the following for the Isle of Man: The Isle of Man Sea fisheries Strategy is now superseded (by the Fisheries Statement) to some extent, but remains indicative of current policy; hiips://www.gov.im/media/1349731/sea -fisheries-strategy.pdf The Isle of Man Fisheries Statement has recently been through public consultation and is currently going through council of Ministers for final approval. It is substantially similar to the draft version; hiips://consult.gov.im/environment -food-and-agriculture/the-draft-isle-of-man-fisheries- statement/supporting documents/DRAFT%20Isle%20of%20Man%20Fisheries%20Statement%20131 222.pdf The final version, along with other relevant Manx fisheries policy, will be available here: hiips://www.gov.im/about -the-government/departments/environment-food-and-agriculture/environment-directorate/fisheries/sea-fisheries/legislation-policy-guidance/#accordion The Long Term Management Plan for king scallops has been approved and is available here; hiips://www.gov.im/media/1376550/ltmp -10-260522.pdf	This has been acknowledged and considered within the commercial fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_100_020623	S42	Email	Table 11.5: Summary of key desktop data sources/reports As noted elsewhere, 'VMS data for UK and Isle of Man vessels (≥15m)' does not adequately reflect Manx fishing fleet. MMO data is available for >12m , and for ALL mobile gear vessels fishing Manx waters, regardless of size. Noting ICES data for >12m was utilised, but the term 'VMS data for European mobile bottom contacting gear vessels (>12m)' is ambiguous – does it include UK and Manx vessels? Given these queries, it is not apparent that the best and most comprehensive data has been used to inform the receptor, particularly in relation to the Manx fleet.	VMS data - although UK>12m in length have VMS, the MMO only provide datasets for vessels >15m in length. This is an acknowledged limitation of the MMO and ICES VMS data within the commercial fisheries chapter of the Environmental Statement, which does not include vessels <12m in length. Data from WG Scallop has been obtained which includes VMS data from Isle of Man vessels of all sizes. Feedback has been obtained from IoM fisheries stakeholders which has also been used to inform the assessment. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_101_020623	S42	Email	Please confirm that the following includes Manx landings: 11.4.2.2 'Species landing data is recorded by ICES Rectangle and collected via the EU logbook scheme. Landings data has been collated for the UK and EU Member states for all ICES Rectangles that overlap the Morgan commercial fisheries study area, as illustrated in Figure 11.1.'	The ICES VMS dataset ""VMS data for European mobile bottom contacting gear vessels (>12m)"" does not include Isle of Man vessels. This has since been clarified within the Methodology section of the commercial fisheries Annex of the Environmental Statement. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_102_020623	S42	Email	Vessel monitoring system data 11.4.2.4 As noted, requires clarification on the ICES data set (does it include Manx vessels?) and more generally, that approximately 8/28 (around 28%) of Manx mobile gear vessels are under 12m,	The description of the official data sources has been updated within the Commercial Fisheries chapter of the Environmental Statement to clarify that the term "UK Vessels" includes Isle of Man vessels within each used	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			and their VMS data is available via MMO. Otherwise, how have these Manx vessels been considered within the fisheries assessment process?	dataset, (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0065_103_020623	S42	Email	11.4.3 Site-specific surveys, Table 11.6, (and Section 1.4.8.13 of the Technical Report), and noting: 11.4.7.2 (Data Limitations): 'It should be noted that although smaller vessels are not captured within the MMO (<15m vessels) and ICES (<12m vessels) VMS data, information on their activity has been reviewed through feedback from stakeholder consultation and other supplementary data sources, such as information gathered via site specific surveys undertaken in 2021 and 2022.' For example, Figure 1.59 of the Technical Report shows observations of fishing vessels between 30 June and 18 September 2021, and between April and September 2022- 10th July November 2022. By comparison, data available to the Isle of Man Government on the Manx queen scallop fishery during 2021 and 2022 shows, in relation to the following grounds; 1 July- 24th September 2021: high levels of fishing on Chickens and Targets, not reflected in Figures 1.56 or 1.59. (Fig9)	The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). Limitations of the data are presented within Table 1.1 of the commercial fisheries technical Annex and in the Baseline Environment section within the commercial fisheries chapter of the Environmental Statement. To account for seasonality of activities of different fishing fleets, potential impacts are presumed to occur during the peak activity periods for each receptor group.	Yes
Morg_0065_104_020623	S42	Email	1st July and 30th October 2022: high levels of otter trawl fishing on Targets ground, not reflected in Figures 1.56 or 1.59. • As such, the Isle of Man Government does not consider that these sources and information presented in Figures 1.55, 1.56 and 1.59 adequately represent the small vessel activity within Manx waters, and seeks confirmation that the fishing activity extent of the Manx fleet, in Manx waters, has been adequately presented and considered within the PEIR. • Figures 11.2- 11.4: please clarify whether Manx fishing vessels are included in UK vessels or not, and amend figure legends accordingly. (fig10&11)	The queen scallop fishery information presented in the PEIR is based upon feedback from direct consultation with the fishing industry. Further input has been sought for inclusion within Volume 4, Annex 3.1: Fish and shellfish ecology technical report of the Environmental Statement (Document Reference F4.3.1) and Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3) through further consultation. All VMS figure legends within the commercial fisheries technical Annex of the Environmental Statement have been updated to clarify whether the dataset used includes Isle of Man vessels.	Yes
Morg_0065_105_020623	S42	Email	Static gear 11.4.4.13 - 11.4.4.15 presumably relates to Figures 1.49, 1.55, 1.56 and 1.59 and therefore only to >15m vessels. • How have smaller potting vessels been included to any extent within this assessment, or have they not? • Specifically, since the Isle of Man has no >15m static gear vessels, how has the Manx static sector been considered within this assessment? • If they have not, how can there be confidence in the conclusion of the PEIR in relation to fisheries impacts? • 11.4.4.16 ' This is supported by feedback from project-specific consultation which highlighted that the west corner of the Morgan Array Area is an important queen scallop fishing ground, whereas the east part of the Morgan Array Area is of lesser importance to the scallop fisheries.' • As noted elsewhere, this conclusion only applies to dredge-caught queen scallops, which is the primary method used by UK (esp. Scottish) vessels. The Manx fleet predominantly uses otter trawl for queen scallops (as recognised in 11.4.4.20 and Figure 1.27 (Technical Report)), and so this area is not particularly relevant to this sector, nor is an equivalent 'important queen scallop fishing ground' identified for otter trawl vessels. • This is important, and should be considered for Section 11.4.4.20-21 otherwise the sector	The description of the official data sources has been updated within the Commercial Fisheries chapter of the Environmental Statement to clarify that the term "UK Vessels" includes Isle of Man vessels within each used dataset, (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			appears to be dominated by Nephrops activity (in the west and north east), which is not accurate. • Figure 1.52 clearly indicates the East Douglas Ground queen scallop ground, to the north west of the array area, as a high fishing effort area for queen scallops (see below). • Otter trawl landings of queen scallop in Manx waters in 2021 and 2022 were 820 and 890 t respectively. • 11.4.4.21: Otter Trawl 'Activity within the Morgan Array Area was generally limited to the west part, which is likely due to vessels targeting scallop.' This statement is confusing, as scallops (Pecten maximus) are not caught using otter trawl. • This section in general need more clarity and recognition of the otter trawl dominance for Manx queen scallop fishing.		
Morg_0065_106_020623	S42	Email	Queen scallop: fishing activity map (otter trawl) based on EU VMS data (2018-2022) from Citrix (available from MMO) merged with NestForms data (held by DEFA, IoM Government). Alternatively, EU logbook data from Citrix (available from MMO) could be used in place of NestForm data. Table 11.7 (Receptor Groups) appears broadly correct. Table 11.13: Impacts scoped out of the assessment for commercial fisheries Agree.	Figure 1.63 within the commercial fisheries technical Annex of the Environmental Statement (Document Reference F4.3.1) uses data that is limited by the time period of the offshore surveys and is only supplementary. Seasonality of the different fishing fleets is considered when interpreting this figure. The Applicant has obtained relevant VMS data from the Isle of Man Government. This data has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_107_020623	S42	Email	Offshore static gear vessels 11.8.2.6 'Offshore static gear vessels are active across the commercial fisheries study area, including the area where the Morgan Generation Assets are located (the Morgan Array Area). Project-specific consultation has established that these are predominantly English vessels targeting crab and whelk. VMS data indicates that there is a large spatial extent of fishing effort by offshore static gear vessels (>15m vessels) within the commercial fisheries study area. VMS data also indicates that within the Morgan Array Area, static gear activity (>15m vessels) was concentrated within the southeast part, between 2016 to 2020, with higher densities observed between 2018 to 2020. The magnitude of impact for this receptor is therefore considered to be low. 'See Static gear activity maps in Manx waters above. Displacement into Manx waters? How many of these vessels have a Manx licence and therefore access to the Manx fishery?	Displacement of offshore static gear vessels during all phases of the Morgan Generation Assets have been assessed within section 6.8.3 of the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_108_020623	S42	Email	Scallop vessels – Scottish west coast 11.8.2.12 'Landing statistics indicate that the commercial fisheries study area was important to Scottish west coast scallopers during the period 2010 to 2020, with 11 scallop vessels based in Annan, Ballantrae and Kirkcudbright active.' Displacement into Manx waters? How many of these vessels have a Manx licence?	While displacement of vessels into the Manx Territorial Waters as a result of the Morgan Generation Assets is possible, the extent has been assessed to be limited within the commercial fisheries chapter of the Environmental Statement. Under the Isle of Man Scallop Long Term Management Plan (LTMP), access to king scallop dredging is limited to vessels under 221 kW, unless they possess Grandfather Rights. These Grandfather Rights will be terminated by November 2024 under the LTMP. Only vessels which possess a UK and Isle of Man fishing vessel licence with scallop entitlement may fish for scallop within Manx Territorial waters. The fishery is highly regulated and, whilst access is non-discriminatory by way of nationality or home port, eligibility to participate is determined on the basis of a number of factors including historic track record and vessel characteristics. At the time of writing, there are 55 vessels licenced to fish for king scallop in Isle of Man waters (29 of which are Isle of Man registered vessels). Of these, 36 can also fish for queen	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				scallops (25 of which are Isle of Man registered vessels). Daily catch rates are also in place for queen scallop in Manx Territorial Waters. The Applicant has been informed via Project-specific consultation that the Scottish west coast scallopers do not fish within Manx Territorial Waters.	
Morg_0065_109_020623	S42	Email	Scallop vessels – Isle of Man 11.8.2.30: 'The Isle of Man Government administers a robust Scallop long-term management plan (LTMP) within its territorial waters; access to the fishery is predominantly restricted to vessels registered to the Isle of Man.' This statement is potentially misleading in terms of restrictions. Manx fisheries are managed as inshore fisheries, using an ecosystem-based approach and informed by best-available science. As such, access to the fishery is based on a variety of factors such as track record (and therefore regional fishing trends) and vessel characteristics, but not on place of registration. Data for 2023 indicates that, of the 55 vessels licenced king scallops, 29 are registered in the Isle of Man, while 26 are registered in the UK.	Wording has been updated throughout the commercial fisheries chapter and Annex of the Environmental Statement with regard to management of the scallop fishery within Manx waters, as per the suggested amendment from the Isle of Man Department of Infrastructure (see Volume 2, Chapter 6: Commercial fisheries chapter of the Environmental Statement; and Volume 4, Annex 6.1: Commercial fisheries technical report of the Environmental Statement)	Yes
Morg_0065_110_020623	S42	Email	Suggested amendment: 11.8.2.30: The Isle of Man Government administers a robust long-term management plan (LTMP) for king scallops within its territorial waters. The fishery is highly regulated and, whilst access is non- discriminatory by way of nationality or home port, eligibility to participate is determined on the basis of a number of factors including historic track record and vessel characteristics.	Wording has been updated within the Commercial Fisheries chapter of the Environmental Statement as per the suggested amendment, (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0065_111_020623	S42	Email	Magnitude of impact 11.8.2.38 'Existing UK legislation does not prohibit commercial fishing within operational offshore wind farms..' The examples provided include towed demersal and static gear. Given the inter-array minimum burial depth of 0.5m and potential for seabed cable protection – how likely is it that benthic dredging will practically continue in the array? Will monitoring of fishing patters during and post-constriction be undertaken to confirm these conclusions? This may be important to the Isle of Man, particularly if displaced vessels also held Manx licences.	The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if cables are adequately buried and run in a north to south direction, which the Applicants have considered, as far as possible. This feedback has been used to inform the project design envelope. The measures adopted table in the commercial fisheries chapter of the Environmental Statement includes the commitment that annual reviews for the first five years of the operations and maintenance phase will be undertaken. Annual reviews will include the analysis of VMS and landings data, to identify whether there are any notable changes to fishing activity within the Morgan Array Area during this period of operation and maintenance. Any changes identified will be discussed with commercial fisheries stakeholders. A commitment to undertake this is to be included within the outline Fisheries Liaison and Co-existence Plan (Document Reference J10).	Yes
Morg_0065_112_020623	S42	Email	11.8.7 Potential impacts on commercially important fish and shellfish resources '11.8.7.6 The fish and shellfish ecology assessment concluded that for all impacts during the construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for king and queen scallops, which is not significant in EIA terms. Therefore, no significant impact is predicted for the Scottish west coast, Isle of Man and other scallop vessels receptor groups. 11.8.7.7 The fish and shellfish ecology assessment concluded that for all impacts during the construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for European lobster and Nephrops, which is not significant in EIA terms. Therefore, no significant impact is predicted for offshore static gear vessels. 11.8.7.8 The fish and shellfish ecology assessment concluded that for all impacts during the	Future discussions on herring quota allocations can be discussed as part of the Fisheries Liaison and Coexistence Plan (FLCP) developed through consultation with commercial fisheries stakeholders. An outline of this plan has been submitted as part of the Application (Document Reference J10). The IoM government has been included as part of the EWG for commercial fisheries, refer to Technical Engagement Plan (Document Reference E4).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			construction phase of the Morgan Generation Assets, the effect will be of minor adverse significance for herring, which is not significant in EIA terms. Therefore, no significant impact is predicted for herring vessels. However, the assessment concluded that there is potential for residual risk of significant effects on herring spawning if piling occurs during the spawning season, due to the close proximity of the Morgan Generation Assets to the nearby herring spawning grounds. Measures to minimise the risk of significant effects on herring spawning are currently being investigated and will be discussed with relevant stakeholders and included in the Environmental Statement. ' The Isle of Man Government requests inclusion in future discussions, in part due to changes in herring quota allocations and also due to Manx legislation related to herring spawning.		
Morg_0065_113_020623	S42	Email	*Table 11.31: Monitoring commitments. Environmental effect* Potential snagging risk. Effects of the operational phase on fishing activity and subsequent value. *Monitoring commitment* Monitoring of the cables and their burial status to reduce snagging risk. Annual reviews for the first five years of the operational phase, to review VMS data and landings data to identify whether there are any changes to fishing activity within the Morgan Array Area. *Means of implementation* Expected to be a condition of the deemed Marine Licence (dML) within the DCO. Commitment to undertake this to be included within the outline Fisheries Liaison and Co-existence Plan, which will be submitted as part of the DCO application What is the expected outcome if monitoring shows a change?	The measures adopted table in the commercial fisheries chapter of the Environmental Statement includes the commitment that annual reviews for the first five years of the operations and maintenance phase will be undertaken. Annual reviews will include the analysis of VMS and landings data, to identify whether there are any notable changes to fishing activity within the Morgan Array Area during this period of operation and maintenance. Any changes identified will be discussed with commercial fisheries stakeholders. A commitment to undertake this is included within the outline Fisheries Liaison and Co-existence Plan (Document Reference J10) as well as investigating the establishment of a commercial fisheries working group.	Yes
Morg_0065_114_020623	S42	Email	11.9 Cumulative effect assessment methodology and Figure 11.7 • Need to include the Ørsted and Crogga areas in Manx waters. '11.10.2.1 For loss or restricted access to fishing grounds, the potential significant effect for the Morgan Generation Assets alone, across all phases, is assessed as negligible for all receptor groups other than the Scottish west coast scallop vessels. Therefore, only the Scottish west coast scallop vessels have been considered within the CEA for this impact, as there is not considered to be a potential for cumulative effects with other plans, projects or activities for the other receptor groups. The total area from the three array areas alone is approximately 897km2. This cumulative loss of area could affect an area from which a moderate proportion (20-50%) of this commercial fisheries receptor's annual value of landings is caught.' + Table 11.35 As above: Need to include the Ørsted and Crogga areas. Cumulative + displacement effects could affect Manx vessels.	The Scoping Report for the Mooir Vannin Offshore Wind Farm has been submitted to Isle of Man Government and is available on Ørsted's website. As a Scoping Report has been submitted, this project has been included as a Tier 2 project within the cumulative effects assessment section of the commercial fisheries chapter of the Environmental Statement. Engagement has continued with Commercial Fisheries stakeholders since 2022 to discuss these key issues. Meetings were undertaken in September 2023 to discuss the response to the statutory consultation and to present a number of project changes and commitments being made by the Applicant to reduce potential impacts on commercial fisheries activities. The project changes and commitments and how they may facilitate co-existence and co-location are outlined within the commercial fisheries chapter of the Environmental Statement and are committed to within the Outline Fisheries Liaison Plan (Document Reference J10). The CEA section within the commercial fisheries chapter of the Environmental Statement has been updated to reflect such changes.	Yes
Morg_0065_115_020623	S42	Email	Table 11.40: Monitoring commitments. Environmental effect Effects of the operational phase on fishing activity and subsequent value. Monitoring commitment Annual reviews for the first five years of the operational phase, to review VMS data and landings data to identify whether there are any changes to fishing activity within the Morgan Array Area. Means of implementation	The measures adopted table in the commercial fisheries chapter of the Environmental Statement includes the commitment that annual reviews for the first five years of the operations and maintenance phase will be undertaken. Annual reviews will include the analysis of VMS and landings data, to identify whether there are any notable changes to fishing activity within the Morgan Array Area during this period of operation and maintenance. Any changes identified will be discussed with commercial fisheries stakeholders. A commitment to undertake this is included within	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Commitment to undertake this to be included within the outline Fisheries Liaison and Co-existence Plan, which will be submitted as part of the DCO application What is the expected outcome if monitoring shows a change?	the outline Fisheries Liaison and Co-existence Plan (Document Reference J10) as well as investigating the establishment of a commercial fisheries working group.	
Morg_0065_116_020623	S42	Email	11.11 Transboundary effects 11.11.1.1 A screening of transboundary impacts has been carried out and any potential for significant transboundary effects with regard to commercial fisheries from the Morgan Generation Assets upon the interests of other states has been assessed as part of this PEIR. • 'Displacement of fishing vessels could occur into non-UK waters, such as the Isle of Man waters. However, it is not anticipated that there would be a significant displacement of fishing vessels into these EEZs, based on the established fishing grounds of the receptor groups within this assessment. For example, scallop vessels may be displaced into Isle of Man waters from the Morgan Generation Assets, but due to the extensive king scallop grounds within the Irish Sea and the current management measures in place for this fishery in the Isle of Man, this impact is concluded as not significant.	The Applicant has requested a list of vessels with Grandfather Rights from the Isle of Man Government. Scottish scallopers have informed the Project via consultation that they do not fish in Isle of Man waters. The definitions of magnitude of impact are outlined within Table 6.10 of the commercial fisheries chapter of the Environmental Statement (Document Reference F2.6). Estimated percentage reduction in annual value of landings valuations are informed by expert judgement that is based on data analysis, stakeholder feedback, the indicative array layouts presented and how these may affect fishing activity.	Yes
Morg_0065_117_020623	S42	Email	The Manx territorial sea is not an EEZ. As noted elsewhere, the comprehensive Long Term Management Plan1 for scallops has been developed around a bio-economic model that has attempted to match available resource with economic return (based on access for vessels which have a track record and economic link to the fishery). As such, any displacement of vessels into Manx waters, especially to grounds with higher scallop densities (such a Manx grounds) may jeopardize the objectives of this LTMP.	The Applicant has requested a list of vessels with Grandfather Rights from the Isle of Man Government. Scottish scallopers have informed the Project via consultation that they do not fish in Isle of Man waters.	Yes
Morg_0065_118_020623	S42	Email	The Isle of Man Government therefore requests further consideration of the Scallop LTMP, and the spatial fishing effort data provided above, in the context of this development and the conclusions drawn here. • Queen scallop grounds are more discrete, however there are strict management measures in place which also control this fishery in Isle of Man waters, which would limit the displacement of scallop vessels targeting queen scallops into Isle of Man waters. Therefore, the potential transboundary impact of effects on displacement of fishing vessels is concluded to be not significant in EIA terms. ']	The commercial fisheries chapter of the Environmental Statement further considers the scallop Long Term Management Plan (LTMP). Volume 2, Chapter 6, Commercial Fisheries of the Environmental Statement describes the commitments made by the Applicant to minimise the potential for displacement of commercial fishing stakeholders.	Yes
Morg_0065_119_020623	S42	Email	There is an assumption of no long term effect on the important queen scallop area to the SW of the array area, but without monitoring how will this be confirmed?	The measures adopted table in the commercial fisheries chapter of the Environmental Statement includes the commitment that annual reviews for the first five years of the operations and maintenance phase will be undertaken. Annual reviews will include the analysis of VMS and landings data, to identify whether there are any notable changes to fishing activity within the Morgan Array Area during this period of operation and maintenance. Any changes identified will be discussed with commercial fisheries stakeholders. A commitment to undertake this is included within the outline Fisheries Liaison and Co-existence Plan (Document Reference J10) as well as investigating the establishment of a commercial fisheries working group.	Yes
Morg_0067_001_020623	S47	Email / Consult Online	The National Federation of Fishermen's Organisation (NFFO) represents the interests of over 500 commercial fishing businesses in England and Wales. The Welsh Fishermen's Association (WFA) represents over 200 commercial fishing businesses in Wales. This response represents views from both the NFFO and WFA members. We are responding to this consultation as we feel that there are potential impacts to the commercial fisheries in the proposed area	Noted, responses provided immediately below.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0067_002_020623	S47	Email / Consult Online	Commercial fisheries have existed in the proposed region for generations and are already faced with extensive spatial restrictions such as existing and proposed offshore wind developments, Marine Protected Areas and legislative restrictions in the region. The area is economically important to fishing fleets from all the devolved UK administrations, with a variety of gear types being deployed, both static and mobile. Further displacement of commercial fishing in the region will result in economic harm, through loss of earnings from the ground and additional operating costs due to increased steaming times during construction and operation of the project.	Displacement into other areas and temporary increases in steaming distances of fishing vessels as a result of the Morgan Generation Assets has been assessed for all receptor groups within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. The cumulative effects assessment, within section 6.10 of the commercial fisheries chapter of the Environmental Statement, takes into account impacts associated with the Morgan Generation Assets together with other projects, plans and Marine Protected Areas.	No
Morg_0067_009_020623	S47	Email / Consult Online	Commercial fisheries: The following comments are in reference to the Commercial Fisheries chapter of the PEIR, Volume 2, Chapter 11 and the Commercial Fisheries Technical Report, Volume 4, Annex 11.1.	Limitations with data sources used to inform the commercial fisheries assessment have been discussed fully within the Commercial fisheries technical report of the Environmental Statement (Document Reference F4.6.1). Further description of data limitations has been added where deemed appropriate, for example, the inclusion of cross-references to data limitations where the datasets are analysed.	No
Morg_0067_010_020623	S47	Email / Consult Online	Commercial fisheries: The Legend and key do not match for Figure 1.44.	This figure has been updated within the Commercial Fisheries Technical Annex of the Environmental Statement has been updated (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report).	Yes
Morg_0067_011_020623	S47	Email / Consult Online	Commercial fisheries: This chapter characterises the commercial fishing industry well and effort has been made to describe the fisheries using a variety of sources. However, there remain issues with how those data have been interpreted and used to assess the impacts to the diverse fishing fleets that are the current users of the area.	Limitations with data sources used to inform the commercial fisheries assessment have been discussed fully within the Commercial fisheries technical report of the Environmental Statement (Document Reference F4.6.1). Further description of data limitations has been added where deemed appropriate, for example, the inclusion of cross-references to data limitations where the datasets are analysed.	Yes
Morg_0067_012_020623	S47	Email / Consult Online	Commercial fisheries: We agree with the impacts that have been scoped in for the assessment but disagree that the impact of having to steam to new fishing areas has been scoped out for the PEIR. The justification for this is that there will only be localised impacts immediately surrounding structures and associated safety zones. Whilst this is technically correct, it does not account for the dominant gear types within the array area (as defined in Annex 11.1) being mobile gear. There is minimal evidence of mobile gear operating within other wind farm array areas. This will be compounded by the extensive, parallel offshore wind developments in the region. Therefore, it must be assumed that mobile gear fisheries will have to steam to new fishing grounds, this significant impact needs to be assessed as part of the EIA.	Temporary increases in steaming distances of fishing vessels has been assessed for all receptor groups during the construction and decommissioning phases of the Morgan Generation Assets, within section 6.8.5 of the commercial fisheries chapter of the Environmental Statement. Based on the updated Project Design Envelope that has informed the significance of effects within the Environmental Statement, fishing receptor groups will be able to continue fishing within the Morgan Array Area during operation (as also confirmed by stakeholders via Project-specific consultation). Once the wind farm is operational, fishing vessels will be able to transit through the array area.	Yes
Morg_0067_013_020623	S47	Email / Consult Online	Commercial fisheries: It is welcomed that fisheries exclusion during construction will follow rolling closures as opposed to whole site closures. Liaison with all fishing sectors that operate in the area, including from the different nations, will be essential in ensuring minimal disruption to fishing practices and a mechanism for this needs including in the Fisheries Liaison and Co-Existence Plan. Whilst there is a commitment to follow FLOWW Guidelines (2014) for liaison and disruption agreements, these are under review, and we would like to see this acknowledged within the PEIR and a commitment made to follow the most up to date guidelines.	Updated FLOWW Guidelines for liaison and disruption agreements are under review and have not yet been published, this has been acknowledged within the commercial fisheries chapter of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0067_014_020623	S47	Email / Consult Online	Commercial fisheries: We feel that the assumption that displacement effects during construction for all the different fishing gear sectors will be “negligible” is vastly overoptimistic. The only justification for this seems to be that fishers can disperse into other areas. This is not the case, especially in regions such as this, with extensive existing offshore developments, alongside legislative and conservation restrictions and two other wind farm developments being constructed. Displacing a diverse fishing fleet into an already crowded marine space will have an impact on those fishing businesses that is likely to be far from negligible.	Displacement effects during construction are considered negligible due to the phased approach which the Applicant have committed to following.	Yes
Morg_0067_015_020623	S47	Email / Consult Online	Commercial fisheries: For the static gear sector, operating in the east of the development area, an estimated economic loss to businesses of 5-20% is considered as low magnitude and no mitigation suggested, this again contravenes the NW Marine Plan NW-FISH-2, to avoid, minimise and mitigate with regards to commercial fisheries. Up to a 20% loss of revenue with no mitigation is not acceptable and will place those fishing businesses at risk. The same can be observed for the scallop fleet operating in the west of the development area, forecasting a 5% loss of revenue due to the development with no mitigation offered to offset these losses. A monitoring plan to monitor the scallop fishing fleet over a five-year period does not fall into any of the “Avoid, Minimise, Mitigate” categories,. What are the protocols to be followed if an effect is observed?	The Applicant is taking and will continue to take steps to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (Document Reference J10), which displays the various fisheries mitigation and management measures the Applicant has committed to. No compensation/additional mitigation is proposed for significance of effects that are not deemed significant in EIA terms. However, it should be recognised that a suite of embedded mitigation will be implemented related to minimising all commercial fisheries impacts. Mitigation and monitoring commitments are set out within the environmental statement chapters and Mitigation and Monitoring Schedule (Document Reference J6) The low magnitude of impact definition has been updated within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) to cover a potential loss of revenue of between 5-10%, while the medium magnitude of impact definition now covers a potential loss of revenue of between 11-50%. Estimated percentage reduction in annual value of landings valuations are informed by expert judgement that is based on data analysis, stakeholder feedback, the indicative array layouts presented and how these may affect fishing activity. The magnitude of impact definitions have purposely used a range, i.e. between 5-10% of potential loss of revenue, as it is recognised that the estimates are based on data with various limitations and assumptions (which are outlined in the Commercial Fisheries Technical Annex of the Environmental Statement, see Volume 4, Annex 6.1: Commercial Fisheries Technical Report). The Applicant has committed to gathering of data for the first five years of the operations and maintenance phase of the Morgan Generation Assets, which will involve the review of VMS data and landings data to identify whether there are any changes to fishing activity within the Morgan Array Area. If changes are identified this will be discussed with commercial fisheries stakeholders. This commitment will contribute to the evidence base for commercial fishing activity and offshore wind (see the outline Fisheries liaison and coexistence plan, Document Reference J10)	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0067_016_020623	S47	Email / Consult Online	Commercial fisheries: The assumption that fishing can take place elsewhere or within the development postconstruction is the only justification given to assess these losses as negligible. The only mitigation for the scallop fleets is “potentially” altering the array design to allow for towing and increased turbine spacing, at this stage this does not commit to doing so, only as an option that may be explored. There is no strategy or attempt for this development to co-exist with the current users of the area. In fact, for example, a commitment to a cable burial depth of only 0.5 m and addition of rock armour where necessary will actively discourage use of the area by the scallop fleet due to snagging and safety concerns, whilst also disrupting the important queen scallop nursery grounds through change of habitat type.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	Yes
Morg_0067_017_020623	S47	Email / Consult Online	Commercial fisheries: Use of non-site-specific studies (11.8.2.38) should be done with caution. The study presented here was site specific, and based in a region that was characterised by a very different benthic environment and regional fishery. Co-existence is site-specific and should not be assumed as environmental, fisheries type and drivers are all factors that influence whether co-existence can be achieved post construction.	This comment has been acknowledged. The potential for coexistence for each receptor group has been assessed in more detail within the relevant assessments in the commercial fisheries chapter of the Environmental Statement.	Yes
Morg_0067_018_020623	S47	Email / Consult Online	Commercial fisheries: The commercial fisheries in the region will be expected to see a vastly changing landscape through the lifespan of the Morgan project. The spatial squeeze on fisheries due to offshore developments in the region is already extensive in the Eastern Irish Sea and facing three developments running in parallel. There is also the likelihood of further restrictions with regards to the potential ban on all mobile gear within MCZs. There are also factors associated with the renegotiation of the Trade and Cooperation Agreement that will affect opportunities in the region. Whilst these elements are acknowledged in the PEIR as possible factors, they are not accounted for in the assessments.	Spatial squeeze on fisheries due to offshore developments in the Eastern Irish Sea, including the possibility of further restrictions with regards to the potential ban on all mobile gear within MCZs, have been assessed as part of the cumulative effects assessment, within section 6.10 of Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. The renegotiation of the Trade and Cooperation Agreement and how that may affect opportunities in the region is considered in the future baseline, section 1.5 of the of the commercial fisheries technical Annex of the Environmental Statement, which is used to inform the assessment of significant effects within the commercial fisheries chapter of the Environmental Statement.	Yes
Morg_0067_019_020623	S47	Email / Consult Online	Commercial fisheries: It is recognised that the PEIR attempts to characterise a commercial fisheries baseline by analysing many different data sources to describe and analyse the commercial fisheries impact, including stakeholder expertise. The limitations of the data are well understood and described, with confidence levels assigned to the different data sources. However, the assumptions made, and subsequent impacts assessed from these data, do not seem to be influenced by their pedigree or the confidence levels assigned, leading to a “minor/negligible” or “no significant effect” in all cases.	Limitations of all utilised datasets have been acknowledged, as outlined in the commercial fisheries technical report and commercial fisheries chapter of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0067_020_020623	S47	Email / Consult Online	Commercial fisheries: In fisheries management, a precautionary principle is employed where there is uncertainty or a paucity of relevant data. This does not seem to be the case for impact assessments. Limitations of data are acknowledged but do not seem to influence the outcomes of assessed impacts, a flaw in the methodological design and interpretation.	Limitations of all utilised datasets have been acknowledged, as outlined in the commercial fisheries technical report and commercial fisheries chapter of the Environmental Statement.	Yes
Morg_0067_021_020623	S47	Email / Consult Online	Commercial fisheries: Whilst we appreciate the difficulties in assessing impacts with limited data sources, we feel that the analysis is affected these shortcomings, and this needs to be accounted for in the methodology. The development of the Morgan Offshore Wind farm will have an impact on the diverse fishing fleets operating in the area, this PEIR underestimates these impacts on nearly every receptor assessed.	Limitations of all utilised datasets have been acknowledged, as outlined in the commercial fisheries technical report and commercial fisheries chapter of the Environmental Statement.	Yes
Morg_0068_019_020623	S42	Email	3. Volume 2, chapter 11: Commercial Fisheries: The Isle of Man Offshore Wind Farm has not been included in this chapter. This results in an inaccurate assessment of cumulative impacts from multiple projects within the Irish Sea.	The Applicant acknowledges the publication of the Mooir Vannin scoping report in October 2023 and has included the Mooir Vannin Offshore Wind Farm (Scoping Boundary) as a Tier 2 project within the cumulative effects assessment section of the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0089_001_030623	S47	Email	The South Western Fish Producer Organisation Ltd (SWFPO) is a professional, officially recognised, membership body for commercial fishermen across the South of England and beyond, as far as NE and NW of Scotland. We support a highly productive catching sector, consisting of 48 vessels employing around 180 fishermen from the UK and abroad. 4 of these vessels are owned and operated by West Coast Sea Products Ltd who operate all/ part of their time in the Irish Sea, targeting King and Queen scallops. Our role is no longer focussed solely on the management of fishing opportunities, but to support a catching sector committed to the sustainable management of fish stocks in the waters around the UK and adjacent EU. Across everything we do, our aim is to secure a profitable, sustainable and thriving future for our fishermen, our fisheries and our oceans.	Noted, see responses below.	No
Morg_0089_002_030623	S47	Email	Many of the concerns regarding specific offshore elements of the Morgan offshore windfarm project relate to our response to the Mona offshore windfarm consultation. Our members fishing vessels dredge for Queen Scallops within the western extents of Morgan as has been previously communicated in earlier consultation events in 2022, and also via online Teams meetings. West Coast Sea Products Ltd Queen scallop VMS activity for 2022-23 fishing season is shown in the figure below in yellow; green VMS dots depict King scallop fishing activity. It is our members understanding from consultation with Marine Space and BP to date, that a portion of the western extents will remain undeveloped to enable their operations to continue. As stated in our response to the Mona project consultation, we would welcome further discussion with developers regarding micro siting of turbines and cable arrays.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan Generation Assets array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, as far as possible to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0089_003_030623	S47	Email	Further consideration of the aftermath of construction in the Morgan lease area is required to ensure sea bed conditions remain as they currently are. As previously communicated by our members, the area contains a high % of juvenile Queen scallops which results in the year on	Addressed as part of Fish and Shellfish Ecology (see Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement). The Applicant is working to facilitate coexistence and has committed to a	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			year successful recruitment into nearby areas. The last 2-3 years the Queen scallop stocks have been increasing and our members are currently experiencing a period of good recruitment and highly productive fishing.	number of measures to enable this including the incorporation of a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area, see the outline Fisheries liaison and coexistence plan (Document Reference J10).	
Morg_0089_004_030623	S47	Email	We have concerns about cable burial techniques that could be detrimental to the Queen Scallop habitat and could be a challenge to tow Queen Scallop gear over. We would urge that cable burial closely ties in with the surrounding gravelly substrate sea bed like for like, to remain conducive for Queen scallops. Figure Fish and shellfish ecology - refer to original response.	Cable protection will be designed to minimise snagging hazards as far as possible. The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables. The cable burial plan will be secured through a condition in the marine licence.	Yes
Morg_0089_007_030623	S47	Email	1.6 Commercial fisheries The commercial fisheries chapter provides mention to the Queen Scallop fishing grounds following information provided by West Coast Sea Products Ltd last year in face to face meetings, via online virtual meetings and via email. They remain opposed to several impact assessments made on “Scallop vessels – Scottish west coast” which they regard as themselves as a receptor in the report. The impact during construction and operation on the Queen scallop commercial fishery is considered as negligible – moderate in the report throughout which is not something we can agree to. We cannot agree with the statement that only 5% of the fleets income from Queen scallops is generated from within Morgan. Such comments are dismissive of the marine spatial squeeze crisis facing the fishing industry at this current time. The report fails to acknowledge that this 5% displacement of effort will need to be fulfilled from elsewhere.	Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. The Layout Principles are outlined within the Project Description chapter of the Environmental Statement (see Volume 1, Chapter 3: Project Description of the Environmental Statement). The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational, as far as possible. Fisheries stakeholders have indicated that dredging could coexist with the project if above is committed to. The assessment within the Commercial Fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) does not assume that 5% of the Scottish scallop fleets income from Queen scallops is from within the Morgan Array Area. The assessment is clear that this receptor group rely more heavily on the Morgan Array Area, as is discussed within the sensitivity, i.e. "they possess limited spatial tolerance, due to their high dependence upon the commercial fisheries study area for the dredging of queen scallop". Displacement of fishing vessels into other areas is assessed separately in the commercial fisheries chapter of the Environmental Statement (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). The sensitivity description within Commercial Fisheries chapter of the Environmental Statement has been amended to reflect the limited spatial adaptability for this receptor group. Cumulative effects are considered within the cumulative effects assessment section of the commercial fisheries chapter. This section considers the potential effects associated with spatial squeeze when assessing the Morgan Generation Assets cumulatively with other relevant plans and projects.	Yes
Morg_0089_008_030623	S47	Email	The report also appears to fail to acknowledge what has been discussed in earlier consultation meetings held with the developer to date. It was our members understanding following the meeting held via teams just prior to Christmas, that a sufficient portion of the western extent will	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			remain undeveloped as a means of Renewables-Queen Scallop coexistence. If this was the case though, we would have expected our members views to be more aligned with the report.	Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. The Layout Principles are outlined within the Project Description chapter of the Environmental Statement (see Volume 1, Chapter 3: Project Description of the Environmental Statement). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0089_009_030623	S47	Email	The report also only shows commercial fisheries data for Queen Scallops up to 2020 and appears to show that catch rates have been declining in recent years. However post 2020 the catch rates have been increasing significantly. West Coast Sea Products Ltd would be happy to share this data with you on request.	The baseline for the Commercial Fisheries Technical Annex of the Environmental Statement (see Volume 4, Annex 6.1: Commercial Fisheries Technical Report) incorporates 10 years of data, as recommended by this stakeholder, to capture the cyclical nature of the scallop fishery. Additional MMO landing statistics data for 2021 and 2022 has become available since submission of the PEIR, which has now been incorporated into the Commercial Fisheries Technical Annex of the Environmental Statement and has been brought into the commercial fisheries assessment (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0089_010_030623	S47	Email	Should the proposed project proceed without any coexistence with the fishing industry, there is a real risk that there will be no economic benefits to the Kirkcudbright community within Dumfries and Galloway, who have been relying on fishing grounds within Morgan for over 50 years.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document Reference J10) is being developed by the Applicant through ongoing consultation with	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0089_011_030623	S47	Email	Our only recommendation for how this project could support and favour the local community, the 130 employees and fishermen employed by West Coast Sea Products Ltd and the other businesses which feed off them, would be to follow the design recommendations previously provided in this report in addition to earlier consultation responses.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document Reference J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0089_012_030623	S47	Email	Morgan is situated in a high traffic area for shipping and fishing. As already stated in our response to Mona, the proposed project is situated directly on important Queen Scallop fishing ground and nursery/spawning grounds. We would urge the developer to leave the western extent free for fishing for Queen Scallops in order to reduce the impact on commercial fisheries. Avoidance of the western corner would be favourable for north-south shipping too.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan (Document J10) is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6:	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0101_004_200423	S47	Online form Q5	Blocks and reduces fisheries access and could impact basking whale routes through Irish Sea, the best place to see them in British Isles.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues such as reduced or restricted access to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). Potential disruption on the migratory routes of basking sharks as a result of the Morgan Generation Assets have been assessed within Volume 2, Chapter 3: Fish and shellfish Ecology of the Environmental Statement.	Yes
Morg_0101_006_200423	S47	Online form Q1.3	Impacts fishing boat routes and access to fishing waters	The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (see Document J10). Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0101_010_200423	S47	Online form Q1.13	Impact to tourism, negative. More cancelled ferries.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0103_003_210423	S47	Online form Q5	I disagree with commercial fishing - I would like to see that phased out.	Your view on commercial fisheries is noted. However, with respect to the consenting process for this proposed project which has been ongoing since 2021, the commercial fisheries sector represent a legitimate and key stakeholder that we have sought to engage with as much as possible. Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No
Morg_0103_007_210423	S47	Online form Q1.6	I don't agree with commercial fishing	Your view on commercial fisheries is noted. However, with respect to the consenting process for this proposed project which has been ongoing since 2021, the commercial fisheries sector represent a legitimate and key stakeholder that we have sought to engage with as much as possible. Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No
Morg_0115_014_260423	S47	Online form Q1.6	How will these windfarms adversely effect [sic.] the local fisheries?	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). A detailed assessment of potential impacts of the proposed Project on local fish populations is presented in Volume 2, Chapter 3: Fish and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	Yes
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and Chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0137_003_120523	S47	Online form Q3	From what I can see on the map, the proposed siting, and the onwards distribution of the power generated, the Isle of Man will not benefit in any way shape or form from the proposed wind farm. We have all the downsides of the detrimental impact on the shipping and potentially also flight routes, the detrimental impact on the local fishing fleet, the resulting increase in price on all imported items as there will be an increase in the cost of importing into the Island, the health and financial cost of the increased use of fossil fuels resulting from increased length of journeys in order to avoid the wind farm. T	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and Chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The health effects of the Morgan Generation Assets contribution to climate change have been assessed as part of the Environmental Statement (Volume 2, Chapter 14: Human health) and no adverse significant effects are anticipated. Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	
Morg_0137_007_120523	S47	Online form Q5	Commercial fishing is no easy career and can be a precarious and dangerous way to make a living, and this will very much detrimentally impact this too. It seems like no consideration has been given to the people of the Isle of Man at all.	The Commercial Fisheries chapter of the Environmental Statement has identified an important scallop fishery within the Morgan Generation Assets Commercial Fisheries Study Area which is targeted by many Isle of Man vessels. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0137_018_120523	S47	Online form Q1.6	The proposed wind farm would detrimentally impact on the fishing fleet by restricting the fishing grounds, together with the potentially detrimental impact of the structures themselves on local marine life.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues such as reduced or restricted access to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	Yes
Morg_0150_004_190523	S47	Online form Q5	What about the Isle of Man ferries? What about the Isle of Man fishing boats which use this area?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and Chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement has identified an important scallop fishery within the Morgan Generation Assets Commercial Fisheries Study Area which is targeted by many Isle of Man vessels. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	
Morg_0161_011_250523	S47	Online form Q1.6	Danger to existing fishing waters	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0164_005_270523	S47	Online form Q1.3	Possible adverse impact on the fishing industry	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0164_006_270523	S47	Online form Q1.4	Possible adverse pacts on fishing industry	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0179_003_310523	S47	Online form Q1.3	Disturbance and spoiling of such habitats	Impacts to ecological features are assessed under a number of different topics within the Environmental Statement. Each assessment for the PEIR was based upon the maximum design scenario or maximum design envelope at the preliminary assessment stage. Further assessment has been undertaken based upon revised design parameters for the Environmental Statement which have taken on board consultation comments on the PEIR (see Volume 1, Chapter 3: Project description of the Environmental Statement (Document Reference F1.3). A detailed assessment has been conducted to fully appraise the potential impacts to marine life, including fish and shellfish, and identify any mitigation measures or monitoring required to minimise any potential impacts (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement (Document Reference F2.4). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement. Potential impacts on commercially important fish and shellfish resources are assessed within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement).	
Morg_0179_006_310523	S47	Online form Q1.6	Manx fishing ares [sic.] affected	The Commercial Fisheries chapter of the Environmental Statement has identified an important scallop fishery within the Morgan Generation Assets Commercial Fisheries Study Area which is targeted by many Isle of Man vessels. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0180_012_010623	S47	Online form Q1.6	It will affect the commercial fisheries as well.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0181_001_010623	S47	Consult Online	Impact on fishing grounds	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). Potential impacts on fish and shellfish ecology are assessed within Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement.	
Morg_0187_009_020623	S47	Online form Q1.6	Potential to disrupt commercial fishing vessels due to restrictions on how close to the turbines they are allowed to sail.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0199_004_040623	S47	Online form Q5	It seems pretty poor based on the proposed placement of the proposed OSWF.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1 km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline Fisheries Liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0199_005_040623	S47	Online form Q1.3	I'm concerned about the disruption of the sea bed with respect to the laying of the "offshore cable corridor route (sand the impact this will have on shellfish stocks and more generally, the impact the site will have on the fishing industry in this area of the Irish Sea. Also, whether cables in these corridor routes will be susceptible to fouling the fishing gear of trawlers, or the control surfaces of submarines etc.	The application for the Morgan Generation Assets includes the offshore infrastructure associated with the Morgan Array Area only. It does not include the export cable which is associated with the Transmission Assets. The Transmission Assets for the Morgan Offshore Wind Project are being taken forward as part of a separate DCO application. We have provided a response which address your comments in relation to seabed disturbance from cable burial within the Morgan Array Area. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted for the project alone or cumulatively with other projects. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The sediments and communities are predicted to recover following disturbance events. The potential impact of the Morgan Generation Assets on shellfish stocks	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				has been assessed as part of fish and shellfish ecology (Volume 2, Chapter 3: Fish and Shellfish Ecology of the Environmental Statement). The Applicant has committed to the development of a cable burial plan, to outline cable burial depth, cable protection and monitoring of cables within the Morgan Array Area. Minimum target burial depths have been determined to enable fishing activities to continue within the Morgan Array Area, once the wind farm is operational. Fisheries stakeholders have indicated that dredging could co-exist with the project if cables are adequately buried and run in a north to south direction). The Applicant has made a commitment on the positioning of wind turbines in a north to south alignment (where possible), to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). Impacts to Commercial Fisheries receptors have been fully assessed for all phases of the project within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement). It is concluded that there will be no significant effects arising from the Morgan Generation Assets during the construction, operations and maintenance or decommissioning phases in relation to commercial fisheries following the implementation of embedded and further mitigation measures.	
Morg_0199_008_040623	S47	Online form Q1.8	In addition to the issues I've mentioned in other other [sic.] points, I have concerns about (1) disruption to ferry and sea-freight services to and from the Isle of Man, and (2) disruption to the fishing industry in the Irish Sea, both Isle of Man and UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and Chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (see Document J10). Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	
Morg_0208_002_060623	S47	Online form Q1.3	Mussels on the wall. Liverpool - Burbo Bank and Burbo Bank extension - we felt the frills of the piles and it impacts the mussefls [sic.] and meant we had no/limited catch. Impact of puling and under water noise from OF turbines on inshore fisheries - is this covered in the Transmission PEIR? Is it covered int he Morgan/Morecambe Gen PEIR? Interested to understand the impact on inshore fisheries stocks.	Inshore static gear vessels and intertidal hand gather fisheries have been scoped out of the Commercial Fisheries assessment of the Environmental Statement, as it is not anticipated that they will be affected by the proposed development of the Morgan Generation Assets. They are not active within, or in the vicinity of, the Morgan Array Area, and the data shows very low levels of activity within the commercial fisheries study area. The Morgan Generation Assets has been scoped into the Pathways to 2030 workstream under the Offshore Transmission Network Review (OTNR). The output of this process concluded that the Morgan Generation Assets will share a grid connection location at Penwortham in Lancashire with the Round 4 Morecambe Offshore Windfarm, also located in the east Irish Sea. A separate DCO application will be submitted for the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. Several commercially important shellfish beds (cockle and mussel) are located on the north-West coastline in proximity to the proposed Morgan and Morecambe Offshore Wind Farms: Transmission Assets. These fisheries have been scoped into the Morgan and Morecambe Offshore Wind Farms: Transmission Assets PEIR.	No
Morg_0209_008_070623	S47	Hardcopy form Q1.1	When will decisions be made regarding scallop vessels i.e. increased distance between turbines (1.7.6.5)	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss key issues to commercial fishing grounds. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	Yes
Morg_0211_001_050723	S47	Email	I'm responding to the consultation extension you posted to the Northern Ireland Fish Producers' Organisation, thank you for sending it. We have 2 significant concerns –	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0211_002_050723	S47	Email	Have you any evidence to produce that supports your assertation that measures such as “piling soft-start” and “ramp up” has a negligible adverse significance?	Additional data sources have been incorporated where available into Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement. It is acknowledged that soft start and ramp-up measures will benefit some fish species and not others.	No
Morg_0211_003_050723	S47	Email	The reference to spawning herring is disingenuous. Avoiding the greatest impact is not the same as avoiding a significant adverse impact. Nor is it appropriate to attempt to gloss over significant impacts by claiming to investigate measures you hope can provide mitigation. You either have an effective mitigation plan or you don’t. If it is under investigation that means you don’t have an answer yet and you may not be able to achieve one. The report should reflect that more honestly.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The assessment Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement has been revisited. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed project design information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will investigate options to manage underwater sound levels in order to reduce the magnitude for the project alone to a non-significant effect. The UWSMS will be updated post-application, discussed and agreed with stakeholders. The UWSMS is secured in the deemed marine licences in the draft DCO.	No
Morg_0211_004_050723	S47	Email	That drilling and vibration has an impact on crustaceans is well documented. What mitigation measures do you propose to ensure your activity does not harm the stocks? It is simply incorrect to assume that timing of installation is the only relevant factor. How installation impacts shellfish is a much more important question.	The project design envelope has been refined since submission of the PEIR, and therefore the maximum design scenario. The assessment has been reviewed and updated where appropriate based upon the refined design parameters. Where appropriate and proportionate, mitigation measures and/or monitoring have been recommended, based upon the revised assessment outcomes. Assessment of underwater noise on crustacean and fish stocks has been assessed in Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement.	No
Morg_0211_005_050723	S47	Email	NIFPO does not consider that development of a Co-Existence and Liaison plan will provide any assurance that there will be negligible or minor adverse impacts. There is simply no evidence this will be the case. A commitment to explore potential for coexistence is not the same as an actual effective mitigation measure.	The Applicant is taking and will continue to take steps to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (Document Reference J10), which displays the various fisheries mitigation and management measures the Applicant has committed to. The potential impacts on commercial fisheries are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement.	No
Morg_0211_006_050723	S47	Email	What examples of further mitigation, with regard to fishing, do you refer to in the Commercial Fisheries section of the PEIR?	The Mitigation and Monitoring Schedule has been submitted as part of the Morgan Generation Assets application (Document Reference J6). Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	
Morg_0211_007_050723	S47	Email	You assume displacement will only occur during the construction. It is the fishing industry's experience that displacement for trawling and dredging is usually permanent. Why does the report not acknowledge this?	The impact of displacement during all project phases (construction, operations and maintenance, and decommissioning) is assessed within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. This is described further in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No
Morg_0211_008_050723	S47	Email	To assume operational range is the most important deciding factor when assessing the impact of displacement is naïve. Availability of alternate fishing opportunity and the impact of increased effort in other fisheries are much more important considerations. Just because a vessel can sail somewhere else doesn't mean that it will have access to fishing opportunity when it gets there.	As discussed with commercial fisheries stakeholders throughout the pre-application process, all aspects of the sensitivity of receptors have been taken into account in the impact assessment within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement.	No
Morg_0211_009_050723	S47	Email	The report claims a number of minor or negligible impacts when that simply isn't accurate. On behalf of the fishing industry I request an urgent meeting to discuss the report.	Consultation has been undertaken with commercial fishing organisations. These have included fish and shellfish ecology specialists to ensure alignment between the commercial fisheries and fish and shellfish ecology baselines and assessments, including consideration of commercial importance of IEFs when determination valuation of the relevant fish and shellfish ecology receptors. The project design envelope has also been refined since submission of the PEIR. The assessment has been reviewed and updated where appropriate based upon the refined design parameters and following feedback from statutory and non-statutory bodies. The Applicant considers the assessment to represent and assess the impacts in proportion to the project design. The potential impacts on commercial fisheries are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of core scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measure are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_187_020623	S42	Email	The comments and feedback, relate to concerns, which have been identified following an Impact/Risk Assessment regarding the potential increase in risk to the interconnector, through the construction and operational phases of the proposed Wind Farm.	The Applicant notes your response and has responded to key points below.	No
Morg_0065_189_020623	S42	Email	Third party damage - Displacement of fishing activity increases fishing interaction, from present levels, over the cable route. Level of concern - Low Comments - The impact of displaced fishing activity may present an unacceptable increase in risk considering the collective impact of Eastern Irish Sea in the future.	Potential impacts associated with commercial fisheries, including displacement, are considered within Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement. (Document Reference F2.6) Potential impacts associated with recreational fishing, including displacement, are considered within Volume 2, Chapter 9: Other sea users of the Environmental Statement. (Document Reference F2.9)	No

D.24.13 Shipping and navigation table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0001_001_110423	S47	Email	The mapping suggests that the 'Farms' are directly in line with vital shipping routes between the IOM and England. To disrupt this direct route is an obvious non starter both economically for the IOM Steam Packet Co. and for the disruption of additional time needed to circumvent the farms and the additional fares that will be charged as well as having to experience longer journeys in often rough sea conditions. In addition the freight charges will be increased and the costs will be passed onto from the suppliers to the customers. An element of increased risk navigating through or round such structures also comes to mind.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and Shipping and Navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0004_001_120423	S47	Email	I believe that these projects will have a negative impact on the ferry crossings between the UK and the Isle of Man. the Steam Packet Company provides a vital lifeline for the Isle of Man, and any delays or disruptions to their service would have serious consequences for our island community. I believe that the construction of these wind farms would seriously hinder ferry crossings, resulting in longer travel times and reduced accessibility for the people of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and the Shipping and Navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0004_002_120423	S47	Email	I am worried about the cumulative effect that numerous Irish Sea wind farm projects will have on the viability of the Steam Packet's routes. The addition of these wind farms may further compound the difficulties faced by the ferry company, making it even harder for them to provide a reliable and efficient service to our community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0006_001_150423	S47	Email	Have you deliberately left the Port of Heysham off your map of the proposed Morgan wind farm? This proposed farm may have an adverse effect on the sailings between Douglas and Heysham Port, the latter of which is an important lifeline for the IoM	The Port of Heysham is shown on relevant figures within the shipping and navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) (Document Reference F2.7). The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0008_001_190423	S47	Email	There is no provision for the Isle of Man ferries and all your wind farms are in the way of our travel routes, move them north or south but just so they are not in the way of the current ferry routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	
Morg_0009_001_190423	S47	Email	I feel I must object to the proposed Morgan wind farm purely because of its interference with Isle of Man Steam Packet Company routes. In the same way that no-one would consider blocking a motorway, there should be no consideration given to causing issues with the Isle of Man's main, year-round lifeline for goods and passengers. The reduction in open sea for navigating in rough weather is likely to result in many more cancelled and disrupted sailings.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0010_001_190423	S47	Email	I am very concerned not to say almost horrified at the proposals that will affect our ferry routes drastically. To get from Liverpool to Douglas will now require a major diversion, as the regular route runs through the edge of your site. In the case of poor weather conditions, high winds etc (which are well known constants in the Irish Sea) any attempt to use a safe route will require a major redirection adding potentially up to two hours travelling time, additional discomfort to those who are sick and potentially danger in trying to cope with tides and winds from changed routes. It will clearly be impossible to travel safely on the existing routes as any attempt to do so would bring the ferries too close to wind turbines.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0014_001_210423	S47	Email	I object to the three wind farms straddling or interfering with the vital ferry routes to Liverpool and Heysham which serve the IOM. The Irish Sea is big enough to harvest wind without placing the farms directly in these important routes. The ferries already take a long time and journey times should not be extended further to circumnavigate wind farm fields.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0016_001_210423	S47	Email	I live in the Isle of Man and am deeply concerned and opposed to your application to develop the Proposed Offshore Morgan Wind Farm if it stops the Isle of Man boats (freight, food, provisions and passengers) travelling to and from the Isle of Man. It is our lifeline. Please do not shut us off!!!	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0017_001_220423	S47	Email	Asking for clarity on two bullet points from the shipping and navigation chapter: • Morgan Array boundary design to increase manoeuvring space and reduce impact to operators. Specifically, the navigable width of the corridor between the Morgan Array Area and Walney offshore wind farm will be increased to between 4.3nm and 5 .2nm • Commitment to two lines of orientation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. The Applicant has committed to two lines of orientation as part of the final array layout.	
Morg_0019_001_240423	S47	Email	I do agree there is a need for clean electricity, by wind farms. However I disagree if this effects essential shipping routes to a Island that is dependent on the North West. For our essential supplies food, medicine, building materials agriculture materials and live animals vehicles and vechical [sic.] parts, tourism both ways arrive from Isle of man, Heysham and Liverpool. Going further by sea adds to pollution and costs to all of us. Please consider our Isle of man Shipping routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0021_001_250423	S47	Email	If this site was to go ahead it could have a deep impact on the people and businesses on and off the Isle of Man. Much of the Islands trading involves travel to and from Liverpool and the Mona site would mean a change in the usual direct route. This would then mean that travel costs and travel time would also have to be raised. We are very much against the Mona site proposal.	The Mona Offshore Wind Project is being taken forward as a separate Development Consent Order. Please note in relation to the Morgan Generation Assets that the NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0022_001_260423	S47	Email	I should like to support new windfarms in these areas, providing that these re not a hazard to shipping.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0024_001_300423	S47	Email	I am very much in favour of wind farms in general, but I live on the Isle of Man and I am very much concerned on the impact these wind farms could have on our shipping route between the Isle of Man and the UK. there's not a lot of room for ships to pass through, whether for passengers or containers bringing food and other supplies to the island. In poor weather, when ships may need to take alternative routes, it is very likely that this could mean longer journeys to avoid wind turbines or no crossings for periods of time in the winter. This is my concern. One wind farm would not cause too many difficulties, but 3, alongside the Mona proposition, I fear would routes to the Isle of Man too much.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0025_001_300423	S47	Email	I have serious reservations with regard to the positioning of the Morgan offshore wind farm. The footprint of the farm appears to encroach on the ferry route between Douglas and Liverpool and possibly the route between Douglas and Heysham. As the Isle of Man is totally dependent on the ferry service between the UK mainland and the Island, any structures or other impediments which may obstruct the route or result in delays or cancellations would be totally unacceptable. It is difficult to understand why the boundaries of the wind farm should be delineated in a way which may impede the ferry route. The ferries travel between two fixed points whereas one assumes that the wind is not restrained by fixed lines or boundaries and blows throughout the Irish Sea. The wind farm can be placed to avoid any interference to	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			shipping lanes. I suggest that the wind farm boundaries be redrawn to avoid any interference with the ferry routes to the Isle of Man.	These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0026_001_020523	S47	Email	Looking at your map, what provision are you making for safe passage of the ferries from Liverpool and Heysham to Belfast, Dublin and Douglas?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0027_002_030623	S47	Email	Many thanks for this. I have two objections: 2, You map suggests that you intend to create to danger to the ferry routes from both Heyham [sic.] and Liverpool to Douglas and Belfast	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0028_001_020523	S47	Email	States an objection to Mona Offshore Wind Project, Morgan Gen, Morecombe Gen, and Morgan and Morecombe transmission assets. My objection regarding the adverse impacts of the above proposed developments on navigation refers in particular to the Isle of Man's lifeline ferry services. The Planning Inspectorate's website for Morgan Offshore Generation Assets, 10 October 2022, records the following communication from the Maritime and Coastguard Agency. "... I want to raise an early concern that (1) the three projects present concerns to safe navigation in the area and (2) I believe that separate planning applications would not provide a full representation of the impacts because of the risks they present cumulatively which probably most concern the MCA and other navigational stakeholders." The documents for the current proposals appear to show that the geographical extents of the schemes have not materially changed since the MCA expressed their concerns. Despite communications between the shipping interests and developers, I understand that the boundaries for the areas proposed for development remain a matter of concern for shipping operators, including the Isle of Man Steam Packet Company. <u>A Request For More Information on Wind farm Extent and Layout</u> Currently, there is free navigation over the whole area of the proposed wind farms. The custodian of the sea bed, the Crown Estate, has issued licences intended to allow developers to close off areas of the seas surface to navigation. Yet, it is the shipping interests who have been expected to justify their requirements for safe navigation. For an equitable balance between wind farms and shipping operation, it is now appropriate and not unreasonable to request that the developers justify the development areas actually needed. It is not adequate that they make reference to the development areas as "maximum." It appears that the geographical extents for licence and development were based initially on nominal capacity densities (MW/km^2) for which there is extensive data for the British Isles and Europe. Subsequently, with the increasing data now available, the developers should now be able to provide more detail of their design parameters and proposals. Unfortunately, past experience elsewhere was that developers claimed that there were too many variables under consideration. Was their reluctance to provide details until as late as possible intended to put objectors at a disadvantage? Even though the developers may not have finalised design, it is reasonable to expect that they are now able to address and resolve fundamental inputs such as turbine specific power and Irish Sea wind data. Thus, they are able to narrow down their choices and become much more specific as to the actual layout pattern and area required. For example, the documents state the minimum number (higher power) and maximum number (lower power) of wind turbines in each development, which indicates the chosen range of turbine capacities and rotor sizes. The Rochdale Envelope (National Infrastructure Planning Advice Note 9) allows a degree of flexibility to address uncertainties. For offshore wind farms it notes (para 4.5) that these may include type and number of turbines. Para 4.12 refers to "robust worst case scenario(s), " which for offshore wind farms presumably includes overall geographical area for development. Notwithstanding this 'flexibility,' it now appears reasonable to request the developers to justify the actual development areas which they need. To give one specific example, what is the justification for the northern-most corner of Morgan to project apparently unnecessarily into the Douglas - Heysham shipping route?	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan Array Area boundary which has increased the searoom around the project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0032_001_080523	S47	Email	I wish you well in this endeavour, however any windfarm must NOT conflict with Isle of Man shipping routes to Liverpool and Heysham, so I will only support a scheme which recognises the primacy of these routes.	Thank you for your response and noted.	No
Morg_0033_001_090523	S47	Email	We are residents of the Isle of Man and on looking at the map on the card immediately became concerned as the two ports to the east of the Isle of Man which are used by The Isle of Man Steam Packet Company [IOMSPC] are not shown. The immediate implication is that you do not understand the importance to the Isle of Man of the routes to both Heysham and Liverpool. Both shipping routes, used for a very long time by the IOMSPC, are a vital lifeline. Anything which disrupts the regular sailings has massive implications in terms of food supplies and other freight to and from the Island. There is also the other important role provided by the IOMSPC, that of transferring people to appointments/treatment in UK hospitals where the patient is unable to fly. The IOMSPC [founded in 1830] has various longstanding routes used to both Heysham and Liverpool, each depending on prevailing weather conditions. We believe that the consequences of development at the proposed scale will potentially result in longer sailing times and, to ensure avoidance with the wind farms, will result in more frequent cancellations. We are not opposed to the principle of wind farm developments but are totally opposed to any such developments which will adversely impact on the services provided by the Ilse of Man Steam Packet Company. We feel sure that the IOMSPC will be submitting their own response and are confident that it will be more detailed than the above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7 (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0038_001_160523	S47	Email	We would initially state that we support the development of sustainable energy generation, to mitigate the effects of Climate Change. However, these developments need to be planned carefully, with due consideration on its impact on the Isle of Man. As an Island, we are reliant on our sea links for both passenger travel and for all our freight, including the majority of the food that we consume. Any impact on the sea links, however small, could have a major impact on the Isle of Man, particularly during times of inclement sea conditions. In fact, the island already regularly experiences significant disruptions during the winter, including depleted supermarket food shelves, when the boats cannot sail due to poor weather, and this issue could be exasperated by narrowing available sea routes. The following image, from the consultation portals, provides the overall layout of the proposed developments, and itis clear, even without technical knowledge, that the location of these proposals has potential to impact on the important sea links that connect the Isle of Man to the UK. As we are not experts in maritime matters, we would therefore refer you to the observations of the Isle of Man Steam Packet Company, who have responsibility to maintain the important sea links that the Island is dependent on;https://www.bbc.co.uk/news/world-europe-isle-of-man-63588474https://www.steam-packet.com/information/news/2022/Nov/Potential_wind_farm_projects The following is an extract from the article on the Steam Packet website; KEY CONCERNS •The safety of navigation for ships when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Protect lifeline services steam-packet.com Please consider the cumulative effects of all Irish Sea wind farm projects on the Island's lifeline routes. Serving our island community since 1830 Map is for illustrative purposes only and is not drawn to scale. The following image illustrates the potential conflict between the current ferry routes between the Island and Heysham & Liverpool, neither of which were	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			identified on the maps on the consultation portals; Whilst separate consultations are being held for the four separate proposals, it is clear that all four should be considered as one, to assess their overall impact. As the proposals are only at consultation stage, we hope and trust that the concerns of the Steam Packet Company are taken on board fully and suitable solutions found, to ensure that the people of the Isle of Man are not impacted negatively by these proposals.		
Morg_0040_001_180523	S47	Email	We would like to be very clear that Chamber has no objections, indeed no comment, in relation to the policy of windfarm development. Our submission to you is based on the economic impact that will result from the proposed UK offshore windfarm (Morgan & Mona) which will have direct impact on our long-established lifeline sea routes with the UK (Heysham & Liverpool). The location of the planned wind farms will add to journey times and reduce port turnaround times for urgent freight but will more worryingly have a severe effect on the use of adverse weather routes which will lead to more cancellations resulting in direct impact on our Island's vital freight deliveries and visitors. The island is highly reliant on same day fresh foods and imports over 80% of food consumed. You will understand our position in protecting these routes for the IOM and its community who depend on these routes for their daily livelihood needs and travel. The Isle of Man Chamber of Commerce has no objections to any windfarm development obtaining planning approvals- PROVIDED that on its own, or cumulatively our lifeline air and sea routes are unobstructed. We have gathered comments from our Sector Leads in the most effected industries to make it clear the impact the proposed windfarm development will have:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_002_180523	S47	Email	REDACTED, REDACTED at Strix Ltd and the REDACTED has given the following statement: 'The Engineering and Manufacturing businesses on the Island are very concerned about any developments that may disrupt the reliability and regularity of the logistics links to the Isle of Man. These links are an essential element of the supply chain in both directions for our businesses, for incoming materials and out flow of products to our customers. In today's economic environment many of our businesses need to operate as lean as possible with regard to holding materials and stocks as well as needing to offer just-in-time delivery performance to our customers. Disruption to the supply chain will very quickly have a detrimental effect on our ability to function which will then directly impact our performance to our customers. Repeated and ongoing customer impact can be very damaging to reputation and future prospects. The last thing we need for business sustainability is to suffer the risk of increased supply chain disruption. Isolated examples of disruption already exist today from natural causes such as storms at sea. When the ferry service is cancelled due to bad weather our materials and products become stalled and priority on the next sailings is given to perishables, food and medical supplies over our supplies. This can quickly escalate to a crisis if sailings do not resume to normal in a reasonable period of time as the backlog will grow.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_003_180523	S47	Email	REDACTED, REDACTED of Robinsons and REDACTED for our Local Economy Forum (large locally owned and operated business) has commented: The reliability and cost of the freight service to the Isle of Man is critical to the local retail and hospitality sector, the Group supports projects that deliver economic growth but in this instance would seek detailed reassurances that freight services would not be affected in either its timing's or burdened by extra costs. The Isle of Man retail sector, especially food retailers depend on reliable timed deliveries and any deterioration in the service could damage the prospects for investment in the sector and affect we believe the quality of life on the Isle of Man.'	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_004_180523	S47	Email	REDACTED, REDACTED of Palace Holdings and REDACTED for our Visitor Economy Members has provided the following statement: The Isle of Man's visitor industry is wholly dependent on reliable air and sea routes for its guests to travel to the Island. About 60% percent of our tourists use the sea links serviced by Steam Packet. It is obvious that any disruption or reduction of ferry services will have a material impact on our tourism sector. Even more so now the number of air routes to and from the UK has diminished. A reduced number of visitors to the Isle of Man due to cancelled, delayed or reduced number of sailings will also have a significant effect on our wider local economy. Reduced visitor numbers will lead to reduced spend on island in our retail and hospitality sectors. This will inevitably result in closures in our already fragile retail and hospitality sectors. The Isle of Man's economy as a whole and our visitor industry in particular can only prosper if it can rely on the existing unobstructed ferry services as the lifeline of our Island nation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_005_180523	S47	Email	REDACTED, REDACTED for Swagelok Ltd and REDACTED for our Road, Sea and Air members has provided the following statement: Living on an island means the timely movement of goods and people is paramount to our everyday lives. The Road, sea and air team are very supportive of green energy sources and committed to the regional drive to Net Zero. We are however concerned with the proposed planning location of the off-shore windfarms being in the “hub” of our key ferry routes as well as neighbouring ferry routes. The alternative routes shall see service performance of Steam Packet drop from 95% to 80% due to an increased impact from adverse weather conditions. This service level has a significant impact on our hauliers being able to provide the levels of service required to support domestic and international businesses. The on-cost of longer routes and more delays shall ultimately be realised by the paying public.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_001_240523	S47	Email	The cumulative effects of the Morgan, Morecambe and Mona proposed wind farm developments have generated a number of concerns about potential impacts on the safety, reliability, comfort and carbon dioxide emissions of the ferries between the Isle of Man and the English coast. I am also concerned that there are potential impacts for the Manx economy that have not received attention. Specifically my concerns are:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.11). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	
Morg_0043_002_240523	S47	Email	Shipping: The consultation document concludes that there will be significant adverse cumulative effects on commercial operators (strategic routes and lifeline ferries), restriction of adverse weather routes and increased vessel to vessel collision risk. There is little or no detail about suggested mitigation such as area boundary changes. Suggested increases in the navigable width of the corridor between wind farms appear to be very small given the significant identified risks of collision and impact on bad weather routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_003_240523	S47	Email	Shipping: Restriction to navigation will prevent ferries from taking current bad weather routes and consultation documents predict that ferry cancellations due to bad weather will increase by 30% on the Douglas to Heysham route and by 35% on the Douglas to Liverpool route. These are unacceptably high increases. Such cancellations tend to be concentrated in the winter months and could cause major and long-term disruption to the supply of essential goods and travel at key times such as the Christmas period.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0043_004_240523	S47	Email	Shipping: Travel times of ferries during heavy seas will also be significantly increased due to the presence of the arrays. Projected additional crossing time in bad weather of at least 27 minutes for the Mannan Douglas to Liverpool route and at least 17 minutes for Ben My Chree Douglas to Heysham route are significant. Such additional time at sea is unacceptable, especially considering that passengers are likely to be in discomfort during rough seas. Minor injuries and damage to vehicles seems more likely to happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_005_240523	S47	Email	Shipping: The standard route from Heysham to Douglas will increase by 1.1 nautical miles (and the Liverpool to Douglas by 0.4 nm). With several sailings per day all year round there will be a cumulative impact on carbon emissions linked to the Isle of Man due to additional distances travelled. Increases in bad weather steaming times are more significant and will have a greater impact on such emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.3)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0043_006_240523	S47	Email	Socio-economic: The Preliminary Environmental Impact Report considers possible adverse socioeconomic effects for Northwest England and Wales but does not appear to consider such effects for the Isle of Man. Economic losses in tourism could be caused by adverse impacts to scenery, restriction of movements of cruise ships and increased losses due to cancelled ferries. Cumulative impacts of numerous wind arrays just outside Manx Waters may restrict development of the proposed offshore wind generation area in Manx territorial waters, with negative impact on the Manx economy and carbon budget.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0048_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0048_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0048_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	Yes
Morg_0048_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0048_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F7.1) and chapter (Volume 2, Chapter 7: Shipping and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				navigation of the Environmental Statement (Document Reference F.7)) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	
Morg_0049_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1 (Document Reference F.4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F.2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F.2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_007_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: No adverse impact on lifeline air links to the Isle of Man (including commercial flights and air ambulance services).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0005_002_310523	S42	Email	Navigation Risk Assessment (NRA) and MGN Checklist –General Comments. We note in Chapter 6 that two 14-day traffic surveys (radar, AIS and visual) were completed in the November to December 2021 and July 2022, which meets the required survey guidelines in MGN 654. This is supported by 2019 AIS data from Marine Traffic. Navigation simulations were conducted with the ferry operators followed by a Hazard Identification (HAZID) workshop in October 2022 where several concerns were raised by MCA and navigation stakeholders on the unacceptable collision risks, including cumulative risks. It is understood that since the HAZID workshop amendments have been made to the wind farm boundary and that further traffic surveys and navigation simulations will be completed, followed by an additional HAZID workshop. We expect the NRA to be updated with the additional data incorporated and MCA will provide further comments once completed.	Since PEIR, an additional hazard workshop has been undertaken (28-29 September 2023) which the MCA attended. In addition, AIS data has been updated to 2022 and additional vessel traffic surveys have been undertaken to ensure the highest quality of data is included in the assessment. The effects to the changes to the boundaries are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0005_003_310523	S42	Email	Appendix C provides a completed 'MGN654 Compliance matrix', however it should be noted that it is not evidence of compliance of the guidance as such, it is a checklist to be used as an aid to confirm the guidance has been addressed within the NRA. We are content at this stage with regards to the process you have undertaken so far in order to comply with MGN 654 and	This comment has been noted and addressed within the NRA (Volume 4, Annex 7.1)	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			its annexes, and we welcome the work to be undertaken for addressing the guidance and recommendations in the future.		
Morg_0005_004_310523	S42	Email	Layout. The turbine layout design will require MCA agreement prior to construction to minimise the risks to surface vessels, including rescue boats, and Search and Rescue aircraft operating within the site. As such, MCA will seek to ensure all structures are aligned in straight rows and columns, including any platforms. Any additional navigation safety and/or Search and Rescue requirements, as per MGN 654 Annex 5, will be agreed at the approval stage.	The Applicant has committed to two lines of orientation in the layout of structures within the Morgan Array Area to address potential impacts on search and rescue and shipping and navigation. The MCA will be consulted on the final layout for approval prior to construction.	Yes
Morg_0005_005_310523	S42	Email	Cumulative Impacts. MCA is concerned at this stage on the cumulative impacts of the proposed Morgan, Mona and Morecambe wind farm projects to the safety of navigation in the area, specifically on the reduction of safe navigable sea space and increased collision risk. The traffic density is significant within the area with strategically important passenger and cargo routes between the UK, Isle of Man, Northern Ireland and the Republic of Ireland. The current boundaries of all three wind farms cumulatively pose unacceptable risks to navigation for these passenger and cargo routes.	The developers of the Morgan, Morgan and Morecambe Offshore Wind Projects have recognised the potential cumulative impacts on shipping and navigation to both commercial and safety receptors. As such, a Cumulative Regional NRA (CRNRA) was undertaken collaboratively by the three projects and was presented within the PEIR. Following the PEIR and S42 responses, all three projects have committed to modifications to their respective array area boundaries to increase searoom and minimise the potential cumulative impacts to shipping and navigation receptors. The effects associated with these boundary changes are presented in the updated NRA and appended CRNRA (Volume 4, Annex 7.1), and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0005_006_310523	S42	Email	Hydrographic Survey Data. MGN 654 Annex 4 requires that hydrographic surveys should fulfil the requirements of the International Hydrographic Organisation (IHO) Order 1a standard, with the final data supplied as a digital full density data set, and survey report to the MCA Hydrography Manager. This information will need to be submitted, ideally at the EIA Report stage.	The Applicant notes your response. Final hydrographic survey data will be supplied to MCA Hydrography Manager.	No
Morg_0005_007_310523	S42	Email	Safety Zones. Safety zones during the construction, maintenance and decommissioning phases are supported, however it should be noted that operational safety zones may have a maximum 50m radius from the individual turbines. A detailed justification would be required for a 50m operational safety zone, with significant evidence from the construction phase in addition to the baseline NRA required supporting the case.	The Applicant notes your response. The Applicants intentions regarding safety zones are set out in the Safety Zone Statement (Document Reference J5) submitted alongside the application.	No
Morg_0005_008_310523	S42	Email	Emergency Response. An Emergency Response Cooperation Plan is required to meet the requirements of MGN 654 Annex 5 and will need to be in place prior to construction. The ERCoP is an active operational document and must remain current at all stages of the project including during construction, operations & maintenance and decommissioning. A SAR checklist will be discussed as the project progresses to track all requirements detailed in MGN 654 Annex 5.	The Applicant notes your response. The Applicant has committed to developing an ERCoP as per the requirements of MGN654.	No
Morg_0005_009_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(8) must include Trinity House.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0005_010_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(11)should be amended to: In case of damage to, or destruction or decay of, the authorised project or any part thereof, excluding the exposure of cables and faults, the undertaker must as soon as reasonably practicable and no later than 24 hours following the undertaker becoming aware of any such damage, destruction or decay, notify NRW, MCA, Trinity House, the Kingfisher Information Service of Seafish and UKHO.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0005_011_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(12) should be amended to: In case of buried cables becoming exposed on or above the seabed, the undertaker must within three days following identification of a cable exposure, notify mariners, regional fisheries contacts and the Kingfisher Information Service	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			of Seafish of the location and extent of exposure. Copies of all notices must be provided to the MMO, MCA, Trinity House, and the UKHO within 5 days.		
Morg_0005_012_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 26 must include MCA, Trinity House and UKHO.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0005_013_310523	S42	Email	The comments detailed above are considered appropriate and necessary for the safety of navigation and Search and Rescue purposes. We hope you find them useful at this stage and MCA are happy to discuss further as the project progresses.	The Applicant notes your response and has continued engagement with the MCA throughout the pre-application phase.	No
Morg_0053_001_010623	S47	Email	We wish to express our concerns about the potential effects of the development of the three wind farms –Morecambe, Morgan and Mona on ferry shipping routes between North West England and the Isle of Man. All three developments will affect ferry navigational issues across the Irish Sea. The impact of the 3 windfarms - taken together is of utmost concern to passengers using the Steam Packet services. Those concerns include the danger of shipping having to take longer routes with the consequent cost and time penalties; the difficulties that may arise in poor weather when existing weather diversionary routes are no longer available because of the Windfarm developments; and the damage to the Isle of Man shipping trade if the service as a result becomes more unreliable, less punctual and more costly.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	yes
Morg_0053_002_010623	S47	Email	We would reiterate and support IOMPSC's concerns about the essential ned for routes to vary according to weather conditions, as follows - •The safety of navigation for ships where new sea lanes are introduced when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather, limiting manoeuvrability in the event of an emergency. This is likely to increase the risk of cancellations on the island's lifeline routes, affecting passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0053_003_010623	S47	Email	REDACTED: It will not help the work to tackle climate change if ferry companies have to use more fuel avoiding windfarms because of a lack of adequate consideration of the needs of the ferry companies and their passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1).	Yes
Morg_0056_006_020623	S47	Email	Harbour Energy has also been an active participant in the NASH Maritime shipping and navigation discussions to date; however, we recognise that given the complexity of the cumulative impact on maritime and shipping activities in the area further definition on the impact to Harbour Energy operations is required.	Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement, Volume 2 (Document Reference F2.9), Chapter 11: Aviation and radar, Volume 4, Annex 7.1: Navigational Risk Assessment (Document Reference F4.7.1) and Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement (Document Reference F2.7).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0056_007_020623	S47	Email	Chapter 12: Shipping and Navigation PEIR Ref Section 12.4.5.7 Future baseline scenario - Oil and gas platforms & infrastructure decommissioning. The Millom West platform and Millom East subsea wellheads will require marine access corridors free from temporary or permanent surface infrastructure (except as may from time to time be approved by the Millom Operator) as follows: 1. a radius of 1.8km (1nm) around the Millom West platform; 2. a 1.8km (1nm) corridor between the Millom West and DPPA platforms; and 3. 500m each side of the Millom West and Millom East pipelines and subsea cables. The marine corridors list above are to ensure the safe passage and manoeuvring of vessels supporting both the operation and future decommissioning activities of the platform and associated subsea facilities.	The Applicant notes your response. Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement.	No
Morg_0056_008_020623	S47	Email	PEIR Ref Volume 4, Annex 12.1: Navigation Risk, Section 7.4.1.1 Oil and gas Millom will require intermittent vessel access, schedule for decommissioning is as follows: 1. Millom West: from 2024 to approximately 2030; and 2. Millom East: from 2027 to approximately 2032 at the WHPS's and PLEM.	The Applicant notes your response and has considered the dates provided within the relevant cumulative assessments.	No
Morg_0058_022_020623	S42	Email	We are aware that you are already engaging with Stena Line Ports and we trust that this engagement will continue in order to ensure that the opportunity at Holyhead is fully explored. The Councils is happy to assist with any discussions as required.	A single port or multiple ports could be used to support the Morgan Generation Assets. The final port(s) have not been chosen at the time of application.	No
Morg_0059_001_020623	S47	Email	Introduction The Isle of Man Steam Packet has provided the ferry service to the Isle of Man for almost 200 years and the direct Heysham and Liverpool routes are lifeline services for a remote Island community with 85,000 people. The Island is completely dependent on IOMSPC reliable services. UK and Isle of Man Government policy highlights that it is essential for to protect remote Island community lifeline routes.	The Applicant notes your response.	No
Morg_0059_002_020623	S47	Email	The Company carries around 600,000 passengers, 150,000 private vehicles and 40,000 freight trailers/vans per annum and is the only Ro-Ro ferry service to the Isle of Man carrying all urgent 'just-in time' food, retail, medicine and time sensitive lifeline and business supplies.	The Applicant notes your response. Potential impacts in relation to Socio-economics are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13) and human health considered in Volume 2, Chapter 14: Human health of the Environmental Statement (Document Reference F2.14).	No
Morg_0059_003_020623	S47	Email	The Company has not objected to other Irish Sea Offshore Windfarms (OWF's) positioned away from our direct and weather routes but the Morgan and Mona development locations need to be adjusted to avoid our direct Isle of Man shipping routes and to maintain prudent navigational safety margins and requirements in the frequently harsh Irish Sea weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_004_020623	S47	Email	Even a 3-5 minute extra deviation will compromise vessel turnarounds during busy periods and lead to essential goods being left in Heysham as IOMSPC is already having to divert around West of Duddon Sands OWF (WoDS).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_005_020623	S47	Email	The cumulative impact of the development (on top of WoDS) as currently specified will: - Disrupt remote Island lifeline supplies as freight trailers will be left in Heysham at peak volume periods due to a 8 minute reduction in freight loading time (WoDS and Morgan cumulative) – with no ability to speed up vessel or port turnarounds. - Disrupt Island lifeline supplies due to the reduction in weather routing options and the increased passage time for weather routing (4 times daily) will also lead to the cancellation of subsequent rotations. IOMSPC considers Heysham cancellations could double or treble as there will be insufficient time to 'catch up' from longer weather routes (x4). This will lead to a disruption to Island lifeline supplies and this is clearly unacceptable for end users. - Compromise safety of navigation due to insufficient gap between Walney and Morgan (as proven Wallingford simulations) - Increase risk to crew safety during turnarounds time in ports with significant cumulative restrictions on the time available. - Increase fuel costs and CO2 emissions. - Disrupt essential Island connectivity - IOMSPC services provide essential travel means for the public to and from the Isle of Man (IOM), and the IOM community rely on timely services for receiving UK medical treatment, travel overseas, business, tourism and day to day travel needs. The Island has a small domestic airport and over the years there have been issues in having reliable air travel and retaining service providers due to challenging financial difficulties faced by airlines for relatively modest scale operations. - Reduced turnaround times and any failure to carry all booked traffic will lead to reputational damage resulting in long term passenger abstraction to air and IOMSPC revenue loss. - Increased cancellation rates for adverse weather periods Spring and Autumn will lead to	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			reputational damage and loss of volume/revenues, and the Liverpool route is particularly vulnerable to revenue reductions.	services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_006_020623	S47	Email	While some UK shipping routes may not be materially affected by small diversions around OWF's (if the specific routes have 'surplus' time available), in the Isle of Man, the Heysham ferry is operating or loading/discharging 24/7 all year and there is no 'slack' in the timetable or surplus speed capability to recover from any disruption or additional diversions. 5 or 10 minutes diversions can therefore result in lifeline freight supplies being left in Heysham due to peak period turnaround time constraints. The Isle of Man Government policy is to boost the population to 100,000 and boost tourism and diversions will compromise this policy.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 (Document Reference: F2.13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_007_020623	S47	Email	The IOMSPC's new vessel, at a cost of £78m, has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even one minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_008_020623	S47	Email	Section 1: Infringement On Lifeline Routes IOMSPC will oppose an infringement on its c.200 year old essential lifeline direct routes and Morgan and Mona developments should be re-positioned to avoid further route deviations which will disrupt continuity of passenger travel and supply to a remote island community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_009_020623	S47	Email	The Isle of Man is completely dependent on 'just in time' reliable lifeline deliveries and food retailers, manufacturers, businesses, medical centres, etc, do not have warehousing storage facility space and any disruptions in ferry supplies have an immediate and serious negative impact.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_010_020623	S47	Email	The Ben-My-Chree (Passenger/Freight Ferry) on the twice daily Heysham route was purpose built for the direct Heysham route (pre WoDS diversions) and has no 'spare time' in her 24 hour timetable and no ability to increase speed. Even modest diversions around Morgan, on top of existing daily WoDS diversions (and occasional weather diversions), will reduce the port turnaround time to load freight trailers - which at busy periods will lead to freight being left in Heysham and empty supermarket shelves or other essential freight customers disruption.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_011_020623	S47	Email	The Island's population has increased from c.65,000 to 85,000 over the past 30 years and is projected to grow to 100,000 and freight/passenger traffic demand and tourism are all expected to grow. IOMSPC's new vessel at a cost of £78m has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even a minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods. The growth in demand per sailing will lead to a significant increase in the number of sailings operating close to capacity while the turnaround times cannot be increased and cannot be 'sped up' due to physical and safety constraints. Any reduction in turnaround times arising from additional route deviations will ultimately lead to disruptions in vital lifeline freight supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_012_020623	S47	Email	The Isle of Man is a 'remote Island community' and the Irish Sea is known for its harsh climate. Weather related or other sailing disruptions have a serious negative impact on the Islands lifeline food, medical, business supplies and passengers. Unlike many UK ferry routes there are no other Ro-Ro ferry services or routes to help compensate and there is no slack in the timetable to recover from delays and windfarm diversions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_013_020623	S47	Email	Disruptions to sailings or insufficient loading time can have severe consequences. Any disruption can have extreme consequences and there have been a number of examples of severe issues/disruptions faced in recent years, e.g. - Empty supermarket shelves and 'panic buying'. - Disruption to 'just in time' business supplies for manufacturing, construction, agriculture, retailing etc. - Disruptions to Pharmacy and Hospital medicines and oxygen for the Hospital. - Issues related to supply of urgent water treatment chemicals. - Potential airport closure as replacement airport fire engine urgently required. Cancellations, weather routing or delays can lead to freight and passenger backlogs, sometimes for several days and any reduction in turnaround load times arising from Morgan and Mona diversions would compound these disruption risks and lower the ability to cope with backlogs	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_014_020623	S47	Email	Company vessels already have to divert around the 'West of Duddon Sands' OWF, already increasing passage times by approximately 5 minutes each sailing. The Morgan/Mona OWFs as drafted in the PEIR would therefore increase direct routes by an extra 8 minutes per crossing, four times daily. With typically half an hour to discharge all freight and passenger vehicles, the load/lashing time for all freight trailers, vans, cars and coaches will be reduced from c.1 hour to only c. 50 minutes, a significant reduction of 16%. Vehicle decks with freight trailer movements are potentially dangerous environments for crew and passengers. While staff will be able to load safely on quieter sailings the OWFs positioned on direct routes may compromise turnaround safety if staff feel pressured to marshall [sic.], arrange freight trestles and lashing chains in even tighter timeframes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_015_020623	S47	Email	Passenger cars will be loaded as a priority to avoid long term reputational damage but time-sensitive lifeline freight trailers will inevitably be left if there is insufficient time in port. The costs and consequences of leaving freight trailers could be extremely severe for Island businesses and organisations and 'groupage' trailers can have numerous end customers. It is essential that the negative effect and costs to potentially hundreds of lifeline 'end user/customers' are considered/avoided, e.g. haulier labour costs, manufacturing loss of production or sales, food/other retailer empty shelves, pharmacy supply disruption, business downtime or loss of sales, costs of workforce downtime, long term business reputational damage, etc.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_016_020623	S47	Email	Disruption/costs could be compounded if there is no space/time on the following departure 12 hours later and Just in Time goods are therefore further delayed. Alternatively if private vehicle bookings had to be restricted at peak periods to allow more time for freight trailers, then this would cost IOMSPC hundreds of thousands income, also depressing visitor numbers and income for the Isle of Man tourism and accommodation industry.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_017_020623	S47	Email	MV Manxman (larger Passenger/Freight Ferry) will replace MV Ben-my-Chree on the Heysham route in 2023 on the same timetable. The vessel has 1000 passenger capacity (versus 630) and a larger vehicle deck to provide greater capacity for future volume growth and for existing peak demand periods such as school holidays, bank holidays, tourism events such as the IOM TT Races, Manx Grand Prix, Car Rally events and sporting events. While cars/vans are relatively quick to load, TT/MGP motorbikes (up to 40,000 carried in a fortnight) all have to be individually lashed and secured and the £75m investment in MV Manxman capacity will be compromised by any reduced loading time and negative impact on the volume of traffic that can be booked and safely loaded during these peak events.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_018_020623	S47	Email	TT and MGP periods always have excess demand and turnarounds are already extremely tight. The Company's plans to book freight on MV Ben-my-Chree during TT and load as many as 500 motorbikes (and cars/vans) on MV Manxman will be compromised by the extra passage time from WoDS and Morgan/Mona OWF diversions and tourist traffic/income to IOM would therefore be reduced.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 ((Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_019_020623	S47	Email	Deviations should also be avoided from a fuel cost and emissions perspective. Even if the developer provided fuel cost compensation to IOMSPC this will not compensate for offsetting costs, and will not compensate end users in a remote Island community for potentially extreme consequences/costs from trailers being left in Heysham.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_020_020623	S47	Email	Section 2: Interference With Remote Island Lifeline And Strategic Supply Government Policies The Morgan and Mona developments interference with the Isle of Man direct routes contravene a number of Isle of Man and UK Government Policy statements: 2.1 The Isle of Man Government "Manx Marine Environmental Assessment (MMEA)", Chapter 6.2 identifies that direct shipping routes are strategic requirements for Isle of Man and must be preserved. Quote:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			"Ro-ro shipping services carry the bulk of the Islands essential supplies with many Island businesses operating 'Just in Time' delivery schedules" "These services bring most of the food, raw materials, equipment and consumables used throughout the Island as well as carrying approximately 600,000 passengers annually" "The Cumulative impact of the various developments needs to be considered and direct routes as well as weather routing options will remain vital to shipping and the service provided to the Isle of Man's economy and its resident and visiting population" Morgan and Mona proposed developments on direct routes contravene the Isle of Man Government MMEA policy: "It is essential for the Isle of Man that direct routes between the Isle of Man, England, Northern Ireland, and Ireland be preserved"	searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_021_020623	S47	Email	HM Government 'UK Marine Policy Statement (MPS)', Section 3.4 UK Government MPS Section 3.4 identifies that negative impacts on shipping should be avoided. Quote: "Ports and shipping play an important role in the activities taking place within the marine environment. They are an essential part of the UK economy" (3.4.1) "Some 95% of international trade by volume passes through ports…….our ports, particularly in Scotland, provide infrastructure and facilities to support lifeline ferry services to island communities. Their role is crucial not only in supporting the projected future growth of freight traffic, but also supporting more fragile and remote communities" (3.4.2) "Shipping is an essential and valuable economic activity for the UK" (3.4.5) Morgan and Mona positioning on our direct lifeline routes contravenes: "Marine plan authorities and decision makers should take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation, and navigational safety" (3.4.7)	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_022_020623	S47	Email	National Policy Statement for Renewable Energy (EN-3) The positioning of Morgan and Mona on our direct lifeline ferry routes will lead to reduced turnaround times which contravenes the principle highlighted in para 2.6.162. Quote: "The IPC should be satisfied that the site selection has been made with a view to avoiding or minimising disruption or economic loss to the shipping or navigation industries with particular regard to approaches to ports and to strategic routes essential to regional, national and international trade, lifeline ferries"	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			As WoDS and Morgan proposed area will reduce turnaround load times by as much as c.16%-20% we consider this is a direct contravention of the principle (2.6.163): “The IPC should expect the applicant to minimise negative impacts to as low as reasonably practical (ALARP)” The c.20% reduction in turnaround loading time may also pose an increased risk to safety and human error and we note 2.6.165 “The IPC should not consent applications which pose unacceptable risks to navigational safety after all possible mitigation measures have been considered”	Project to reduce the risk and impacts on navigational safety. The guidance in the updated NPS (2023) has been followed. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_023_020623	S47	Email	The “UK Offshore Energy Strategic Environmental Assessment” also notes that shipping is essential to the UK and identifies shipping should not be materially adversely affected. The Morgan and Mona developments should be re-positioned to avoid the Isle of Man direct shipping routes. Even modest diversions will increase fuel/costs and emissions and lead to supply disruption at peak periods with social and economic consequences for the Islands population and businesses. Weather routing around Morgan will lead to additional vessel cancellations as the extra passage time 4 times a day is too long to ‘catch up’. This could easily double or treble cancellations leading to a major disruption in lifeline supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_024_020623	S47	Email	<u>Section 3: Safety</u> The company is concerned that the cumulative impact of all the various Irish Sea windfarms will compromise safety, reduce freedom of navigation and reduce weather routing options, leading to safety issues and increased sailing cancellations. As a minimum the gap between Walney and proposed Morgan development needs to be increased to a minimum of 5 – 6 miles at any point: We note HR Wallingford Report (20 December 2022) re simulations. Quote “With traffic situations at the narrowest gap between Morgan and Mona, situations occurred with marginal passing distances…in some cases this action resulted in the vessel responding more to the waves leading to marginal or failed ship motion criteria”	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_025_020623	S47	Email	“In annually occurring conditions, the corridor between the existing Walney OWF and the proposed Morgan OWF was not viable” …. “Not sufficient space to pass with clearances that were acceptable to the masters... if any alteration to course was required” …..	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			There is also not enough space to deal with an emergency scenario if it requires the master to head into the wind and waves for any significant period of time	wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_026_020623	S47	Email	“Widening the proposed minimum 3.7 nm gap between proposed Morgan and Mona OWFs to about 5 nautical miles , would alleviate the traffic issues” While 5 miles between OWFs and all other fixed obstructions would be a minimum, IOMSPC considers that 6 miles would be more prudent - particularly as any adverse weather/poor visibility/limited sea room scenario leading to a collision would lead to a vessel being potentially out of action for 6 months or more, with no real prospects of obtaining charter tonnage that can fit within the limited confines of Heysham and Douglas harbours. In practice 5nm could also lead to increased cancellations in adverse weather as masters would seek to avoid risk, but this would then compromise IOM lifeline supplies and passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) of the Environmental Statement which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_027_020623	S47	Email	We note that developers have already (verbally) agreed that minimum 5 nm is required between OFWs and other obstructions - but to date the revised plans received only provide 1.6 nm – (contrary to maps provided which ignore Millon [sic.] Gas field platform) which is unacceptable from a navigational safety perspective.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_028_020623	S47	Email	We certainly emphasise the need for further NRA simulation work to consider night time navigation assessment, any change of project boundary, fishing activity peak seasons, ship manoeuvring characteristics Manannan (Large High Speed Craft) and Manxman. It is worth noting that previous NRA simulation did not take account of night time navigation assessment, nor was it able to simulate the weather impact on our large High Speed Craft (Manannan) which carries 850 passengers, cars and freight operating between windfarms.	Additional navigation simulations were conducted with the ferry companies, including the Isle of Man Steam Packet during 2023. These simulation runs incorporated the proposed amendments to the array area boundaries of the Morgan, Morgan and Morecambe offshore wind farm projects, more representative fishing activity and inclusion of night time simulations, all of which were successful. These changes are reflected in the updated NRA and CRNRA (Volume 4, Annex 7.1 (Document Reference F4.7.1) and in the chapter (Volume 2, Chapter 7 (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0059_029_020623	S47	Email	Further work will be required on 5nm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_030_020623	S47	Email	Shifting of trailers and cargo in the harsh Irish Sea climate is not uncommon, and the lack of sea room needed for the Captain to place the vessel on a safe heading due to the presence of windfarms on both side of the route (gap between the proposed Morgan and existing West Duddon Sands projects) is highly concerning. Such issues were demonstrated in recent years with the MV Riverdance incident at Blackpool beach and again repeated during Morgan/Mona NRA simulation which was documented to be “failed & unacceptable”.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_031_020623	S47	Email	Vehicle decks with heavy freight trailer movements are potentially dangerous environments for crew and passengers. While staff will be able to load safely on quieter sailings the OWFs positioned on direct routes may compromise turnaround safety if staff feel pressured to	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			marshall (sic.), arrange freight trestles and lashing chains in even tighter timeframes (significant reduction following WodS and Morgan diversions).	impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_032_020623	S47	Email	IOMSPC notes with concern the cumulative impact of all the various OWF's which will negatively impact on weather routing options and safety. An absence of weather routing options will lead to increased cancellations of services that are currently viable and therefore disrupt lifeline supplies and passenger (i.e. IOM business staff) travel. It is essential that these cumulative impacts are also considered carefully before proceeding with these developments.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_033_020623	S47	Email	Section 4: Environmental Impact On Route Diversion As an example and to illustrate the Environmental impact caused on Douglas-Heysham diversion by the Ben-My-Chree as result of the Morgan project and in way of additional CO2 emission, 848 tonnes of CO2 per year will be produced as result. The additional amount of CO2 emissions indicated does not include those created during adverse weather routing which will significantly increase (diversion of 40mins per trip and on the basis of conservative 10% of the annual number of trips will add further 422 tonnes of CO2 emissions).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_034_020623	S47	Email	Section 5: Appendices Included: - IOMSPC Comments on Extracts from Chapter 12/18 - IOM Chamber of Commerce Letter - AIS Map showing direct IOM Routes. - Manx Marine Environmental Assessment (link below) hiips://www gov im/media/1363408/manx-marine-environmental-assessment-chapter62-shipping-and-navigation__2022-070722.pd	The Applicant notes your response.	No
Morg_0059_035_020623	S47	Email	IOMSPC Comments On Points Extracted From Chapter 12 And 18. Initial IOMSPC Statement On The Morgan/Mona Project PEIR Submission Following review of the submission, IOMSPC expresses disappointment and real concern on the content with particular attention to Volume II (Shipping & Navigation and Socio-economics) where the impact assessment is fundamentally incorrect in a number of areas. The submission does not reflect the IOMSPC's input and engagement in a number of meetings/workshops as well as the findings from the simulation sessions taken at HR Wallingford Simulator Sessions. It is clear from this PEIR submission that NASH Maritime who are employed by the developers have not impartially reflected very significant issues for safety and lifeline supply to a remote Island community.	The findings of the hazard workshop and navigation simulations conducted as part of the PEIR, through which the Isle of Man Steam Packet contributed were described within the NRA and Shipping and Navigation Chapter of the PEIR. The findings of the updated NRA and CRNRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application describe the additional work undertaken with the Isle of Man Steam Packet to assess the amendments to the Morgan Array Area boundary alone and cumulatively with other relevant projects. The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA ((Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_036_020623	S47	Email	Mona & Morgan Historical Incident (PEIR) Table 12.10: MAIB/RNLI incident frequencies within 10nm per year (2008-2020) IOMSPC comment - The subject table does not include one of most known ferry disasters in the NW of the UK in 2008 and where the MAIB made an extensive incident report (see extract below in relation to the project area and its surrounding known weather with freak waves). This begs the question on the need for sea room to allow the vessel to weather route on normal passage, or in way of preparedness to divert should a cargo shift. It is worth noting such incident would have different magnitude for our Ro/Pax carrying up to 1000 passengers and freight cargo. Hence the need for sea room around the Douglas-Heysham route becomes top priority.	The MV Riverdance incident is well known to the project team and contributed to the drafting of the NRA and Shipping and Navigation Chapter. The navigation simulations undertaken in 2022 for the PEIR and in 2023 for the ES, at which the Steam Packet attended, also tested extreme adverse weather conditions.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_037_020623	S47	Email	For illustration we have extracted sections from the MAIB Report on MV Riverdance Ferry Incident which occurred in the vicinity of the proposed project area in 2008: 2.5.2 “Freak” waves during the initial reports made to the coastguard, it was suggested that the initial list was due to Riverdance being struck by a “freak” (i.e. abnormal) wave. However, the area around the Lune Deep is notorious for large, steep faced swells, and in the weather conditions experienced at the time of this accident, large and unpredictable swells could have been reasonably foreseen. Waves experienced by Riverdance might well have been excessive, with swell waves reported to be up to 7.0m. They would also have been intensified, and been made steeper, as a result of the ebb tide from Morecambe Bay. However, this could not be considered to be “freak”, especially within this area. “Meanwhile, on the bridge, the master had disengaged the automatic pilot and, in manual steering, placed the wheel hard over to starboard. It was his intention to bring Riverdance’s head round into the wind to reduce the rolling. Riverdance then experienced a change of ship’s head from 103º to 170º within 39 seconds, a rate of turn of over 100º per minute (Figures 4a and b). During the turn, the vessel’s list to port increased substantially, reportedly up to 50º” “The weather conditions at the time of the initial heeling accident were very poor and could have led to difficulties in steering, broaching or loss of stability”.	The Applicant notes your response.	No
Morg_0059_038_020623	S47	Email	Extracts from Morgan PEIR Chapters 12 and 18 and IOMSPC Comments 12.4.4.25 Page 15 “Commercial shipping routes with more than one vessel movement per day within the shipping and navigation study area are all to/from the Port of Liverpool and are clear of the Morgan Array Area. There are numerous commercial routes with less than one vessel per day passing through or adjacent to the Morgan Array Area. These include routes into Heysham and Douglas and alternative routes to/from Liverpool from the east of the Isle of Man. Most of these routes have less than one commercial vessel transit per week. Analysis of vessel tracks during Met Office named storm events did not identify any repeatable adverse weather routeing by commercial shipping. However, during strong south westerlies, the anchorage to the east of Anglesey was in greater demand by vessels” IOMSPC comment - The paragraph appears incorrect/misleading - IOMSPC Douglas - Heysham lifeline commercial shipping route usually has 4 sailings per day through Morgan.	Within the NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1) and Shipping and Navigation Chapter (Volume 2, Chapter 7 (Document Reference F2.7)), a distinction is drawn between ferries (passenger and Ro-Ro) and commercial routes (including cargo and tanker trade) to reflect the greater risks and sensitivity for regular ferry routes carrying passengers. The impacts on the Isle of Man Steam Packet routes are detailed fully in the relevant sections of these documents.	No
Morg_0059_039_020623	S47	Email	“Construction Phase" Magnitude of Impact 12.8.3.3 During construction, vessel traffic would be displaced from the Morgan Array Area due to the presence of construction buoyage and safety zones around fixed structures which are under construction. It is anticipated that mariners would also maintain safe passing distance of at least one nautical mile from navigational hazards. It is anticipated vessels would deviate around the construction site The analysis of vessel routes in section 12.4.4 shows that several ferry and commercial shipping routes would necessitate deviation around the Morgan Array Area (see Table 12.17 and Table 12.18, and Figure 12.6 and Figure 12.7 respectively). The revised passage plans were developed by the NASH project team, including master mariners, and account for existing decision-making principles (such as passing at least 1.5nm from a wind turbine) that were obtained during consultation with operators and the navigation simulation sessions (see volume 4, annex 12.1: Navigational Risk Assessment of the PEIR). Of the four ferry routes directly impacted by the Morgan Array Area: · The Isle of Man Steam Packet Company route between Heysham and Douglas with approximately 1,300 movements per year passing across the northeast boundary of the Morgan Array Area. This would require a deviation of 1.0nm / 3.5 minutes of steaming time	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			per trip to the northeast, through the centre of the corridor between the Morgan Array Area and Walney Offshore Wind Farm"		
Morg_0059_040_020623	S47	Email	IOMSPC comment - The reference to 3.5 minutes is misleading as IOMSPC is now having to deviate around the West of Duddon Sands OWF and the combined deviation around WoDS and now Morgan would add c.8 minutes per sailing to the Islands direct route (four times daily). - Revised Passage plans need to be decided/developed by the Operators Masters (not NASH project team) who are armed with local knowledge and familiar with the sea area climate/routes/traffic likely to be encountered. - With almost 200 years Steam Packet experience on the Heysham-Douglas route, it is not uncommon where the vessel has to wait outside the confined Heysham to alleviate port entry wind or visibility limitations as well as height of tide - such occurrences can only aggravate remaining turn around time in the port to accommodate normal traffic.	As West of Duddon Sands is an existing offshore wind farm it has been included in the baseline environment as an ongoing existing impact. Passage plans were developed using NASH's inhouse mariners and verified during the navigation simulations, held in 2022 for the PEIR and in 2023, for the ES and in which the ferry companies (Stena Line, Seatruck and Isle of Man Steam Packet) were participating.	No
Morg_0059_041_020623	S47	Email	To obtain planning approval the southern tip of WoDS development was reduced To avoid excessive deviations for IOMSPC but the Morgan proposal now adds further deviations. - Turnaround times for IOMSPC vehicles/freight can be extremely challenging at peak periods. Discharge and loading times for freight/cars vary due To daily variations in demand and the mix of private and commercial traffic, but freight trailer load times of only c.40 minutes would effectively be reduced to c.30 minutes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_042_020623	S47	Email	95% of IOMSPC freight is 'drop-trailers' (i.e. not self-propelled) and each individual trailer has to be hitched to a tug master tractor unit, reversed down the linkspan and onto the upper or lower vehicle decks (with no passengers present) and then safely unhitched, stowed and chained, before the tug master driver can exit the internal ramp and vessel to hitch up, drive and load the next trailer etc. These issues will be compounded as: · IOM population and traffic per sailing is projected to grow; · The vessel was purpose built, operates 24/7, cannot 'speed up' or make up time. · With significantly reduced time for the safe loading of freight trailers, the combined WoDS/Morgan deviation will at peak periods lead to goods being left in Heysham due to insufficient time to load/lash and the need to maintain published timetables. · With much of IOMSPC freight shipped as 'groupage' via haulage companies and potentially sometimes hundreds of end recipients, IOMSPC is in no position to arbitrarily determine which booked freight trailers are 'urgent'/life-threatening and which are not. · "The Isle of Man Steam Packet Company route between Douglas and Liverpool with approximately 625 movements per year passes across the southwest boundary of the Morgan Array Area. This would require a deviation of 0.3nm / 0.6 minutes of steaming time per trip"	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_043_020623	S47	Email	IOMSPC comment - 0.8 minutes (see 12.10.3.5) may appear relatively minor but IOMSPC carries around 600,000 passengers p/a and it would clearly be more sensible for UK/IOM and general public to avoid unnecessary deviations and to avoid extra fuel cost, passage time, and reductions of traffic (to air competition). - The above statement does not accommodate the impact on the route which needs to be followed during most commonly South Westerly adverse weather, and where the vessel will have greater impact on rerouting in the absence of sea room created by the Morgan project area. This will lead to increased sailing cancellations as a result, particularly concentrated in the Spring and Autumn periods for HSC Manannan.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_044_020623	S47	Email	12.8.3.10 “For commercial routes, only routes with less than one transit per day would be impacted and are widely dispersed within the shipping and navigation study area. Whilst impacts to these routes may be of greater magnitude, they have far fewer vessel transits. Of the routes which have the greatest deviations, which are between Liverpool and ports or passages to the east of the Isle of Man, these would necessitate an increase in distance of less than 2.5nm which is not anticipated to make such routes unviable. Table 12.18 shows some routes with minor reductions in distance, caused by the Morgan Array Area making less direct routes, routinely used to avoid traffic or weather, no longer possible.” IOMSPC comment – This is misleading/incorrect. The Douglas - Heysham route carries 95% of all commercial goods to the Isle of Man, and it is clearly a ‘commercial route’ to a remote Island community completely dependent on reliable links.	Within the NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and Shipping and Navigation Chapter (Volume 2, Chapter 7 (Document Reference F2.7)), a distinction is drawn between ferries (passenger and Ro-Ro) and commercial routes (including cargo and tanker trade) to reflect the greater risks and sensitivity for regular ferry routes carrying passengers. The impacts on the Isle of Man Steam Packet routes are detailed fully in the relevant sections within these documents.	No
Morg_0059_045_020623	S47	Email	12.8.3.11 “Timetabled ferry services are more sensitive to impacts associated with increased transit time due to constraints on their schedules, berthing or crewing requirements (see volume 4, annex 12.1: Navigational risk assessment of the PEIR). Four routes would require deviation around the Morgan Array Area: · The Isle of Man Steam Packet Company route between Heysham and Douglas with approximately 1,300 movements per year passes across the northeast boundary of the Morgan Array Area. To pass clear to the northeast this would necessitate an additional 3.5 minutes of steaming time per trip. On a three hour and 45 minute service, with greater existing variation in transit duration and turn around time, the deviation is not anticipated to impose significant operational impacts” IOMSPC comment - IOMSPC vessel is already having to divert around WoDS OWF and the combined additional passage time will significantly reduce turnaround times for the loading of freight trailers. This will be a VERY SERIOUS negative impact which on busy dates will lead to urgent lifeline supplies being left in Heysham.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0059_046_020623	S47	Email	"The Isle of Man Steam Packet Company route between Douglas and Liverpool, with approximately 625 movements per year, passes across the northwest boundary of the Morgan Array Area. To pass to the west, this would necessitate an additional 0.6 minutes of steaming time per trip. On a three hour service, with greater existing operational variation in transit duration and turn around time, the deviation is not anticipated to impose significant operational impacts. IOMSPC comment – much longer weather routings would lead to increased cancellations, reputational damage, loss of revenues.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_047_020623	S47	Email	12.8.3.12 "As the additional impact on these routes is less than existing operational constraints, the sensitivity of the receptor is, therefore, considered to be low." IOMSPC comment - further deviation of the Heysham-Douglas route must be avoided as leaving lifeline freight in Heysham is unacceptable. - Impact on the Safety of Navigation created by the project area was demonstrated during the simulation where NRA confirmed unacceptable level of risk.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_048_020623	S47	Email	12.8.3. “Significance of the Effect Overall, the magnitude of the impact is deemed to be high and the sensitivity of the receptor is considered to be Low. The effect will, therefore, be of minor adverse significance, which is not significant in EIA terms. A Minor rather than Moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules.” IOMSPC comment - extra deviations on top of WoDS deviations are NOT ‘minor adverse’! - Lifeline freight/essential supplies will be left on busier dates – which could be devastating for food/medical /business supplies, etc.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_049_020623	S47	Email	“Operations and Maintenance Phase The impacts to commercial operators including strategic routes and lifeline ferries during operations and maintenance are not anticipated to be substantially different to those during construction. During both the construction and the operational phases of the Morgan Generation Assets, large commercial ships will not be able to transit through the Morgan Array Area, whether through the presence of construction buoyage or structures and therefore the impact on vessel routeing will be the same, albeit for different durations. Therefore, the magnitude of the impact is deemed to be high and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of minor adverse significance, which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules. Decommissioning Phase The impacts to commercial operators including strategic routes and lifeline ferries during decommissioning are not anticipated to be substantially different to those during construction. During both the construction and the decommissioning phases of the Morgan Generation Assets, large commercial ships will not be able to transit through the Morgan Array Area, whether through the presence of decommissioning buoyage or structures and therefore the impact on vessel routeing will be the same. However, it should be noted that the impacts will reduce as decommissioning progresses and the extent of structures within the Morgan Array Area reduces. Therefore, the magnitude of the impact is deemed to be high and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of minor adverse significance, which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules.” IOMSPC comment - extra deviations on top of WODS deviations are NOT ‘minor' - lifeline freight will be left at peak periods.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_050_020623	S47	Email	12.8.4.12 “The Isle of Man Steam Packet Company Heysham to Douglas adverse weather routeing accounts for an additional 10 to 23 minutes of journey time, on a 225 minute journey, as identified within the 2019 AIS data. During the navigation simulations and consultation, it was determined that these vessels would be unlikely to transit through the corridor between the Morgan Array Area and Walney Offshore Wind Farm during adverse weather, instead choosing to navigate to the west of the Morgan Array Area where there is greater sea room and ability to choose a safer and more comfortable heading. This would necessitate a further 17 minutes in journey times, a total delay of at least 27 minutes to the typical route.” IOMSPC comment – i.e. 27 to 40 minutes extra passage time for each sailing (speed variation during adverse weather) which would lead to as much as 2 hours 40 minutes delay in each 24 hours. While the Company could potentially operate one return per day in this scenario, it is highly questionable whether the second rotation or subsequent rotations could still be provided due to the cumulative delays from the inability to take shorter adverse weather routes. Therefore prolonged adverse weather of more than 12 hours would lead to an additional cancellation as a result of Morgan. While IOMSPC would clearly seek to minimise delays where possible, in reality the Company could not catch up from a 2 hour or 2 hour 40 minute delay and so cancellations would inevitably result - leading to disruptions in food/medicines /business supplies etc for the Isle of Man. IOMSPC considers current cancellation rates could easily double or treble.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_051_020623	S47	Email	12.8.4.17 “Ferry services in the shipping and navigation study area are important for facilitating trade, tourism and other important functions. In particular, consultees emphasised that services between the Isle of Man and the UK are lifeline services which carry food and goods which are crucial in a just-in-time economy. The socio-economics assessment and approach for considering potential impacts of the Morgan Generation Assets on the IoM is set out within volume 2, chapter 18: Socio-economics of the PEIR” IOMSPC comment - Chapter 18 has no impact assessment for IOM businesses/economy!	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_052_020623	S47	Email	“During adverse weather, cargo shift as a result of reduced optionality on vessel heading could cause minor injuries and property damage. Due to the potential loss of services to the Isle of Man, the sensitivity of the receptor is therefore, considered to be medium.”	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			IOMSPC comment - additional cancellations and the (cumulative) increased risk of leaving urgent freight in Heysham are extremely sensitive/serious, with significant negative impact to a remote Island community.	frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0059_053_020623	S47	Email	12.10.4.7 Given these percentages, and a review of operator schedules and constraints, an estimate can be made for the number of additional services cancelled due to navigating a longer route around the cumulative projects: · Isle of Man Steam Packet route between Liverpool to Douglas: A base case estimate of 26 sailings cancelled would increase to 35 sailings cancelled with the cumulative projects · Isle of Man Steam Packet route between Heysham to Douglas: A base case estimate of 23 sailings cancelled would increase to 30 sailings cancelled with the cumulative projects IOMSPC comment – This estimation is baseless and speculative. As previously noted, the IOM Met Office estimate strong wind/adverse weather up to 40% of the annual weather condition experience in the Irish Sea. This means a considerable percentage of the sailing will have some degree of weather routing and subject to the magnitude of the adverse weather. Absence of some of alternative weather routing through the area will increase level of cancellation directly (unable to achieve save passage), indirectly (unable to do two return trip per day due to increase crossing time created by the diversion).	The Applicant notes your response.	No
Morg_0059_054_020623	S47	Email	“Next Steps Consideration of Economic Impact Scenarios The PEIR identifies the levels of uncertainty at the pre-consenting stage, particularly in terms of location of expenditure. In addition to the ‘Central’ economic impact scenario assessed as part of the PEIR, ‘Low’ and ‘High’ impact scenarios will be explored as part of the DCO Application.	The Applicant notes your response.	No
Morg_0059_055_020623	S47	Email	Consideration of potential indirect impacts The PEIR has identified the following potential impacts which may result in indirect effects on socio-economic receptors. These are described below, with an indication of how these potential indirect impacts will be considered within the socio-economics assessment of the Environmental Statement. Potential socio-economic effects relevant to the Isle of Man. The PEIR identifies potential significant effects on shipping and navigation receptors for the individual and cumulative assessments, see volume 2, chapter 12: Shipping and navigation of the PEIR. The Applicant has made firm commitments to reducing the potential impacts on shipping and navigation receptors and the potential significant effects that have been identified as part of the individual and cumulative shipping and navigation assessment. These will be tested and	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			applied as part of the assessment post PEIR and included in the Environmental Statement which will be submitted for the DCO application. The commitments focus on changes to the boundary and layout design of the Morgan Array Area and are set out in Table 18.95: Commitments made to address potential significant effects on shipping and navigation below. Commitments made to address potential significant effects on shipping and navigation".		
Morg_0059_056_020623	S47	Email	18.14.2.4 The Applicant is continuing to work with stakeholders to assess these commitments, together with other potential risk control options, to ensure they are appropriate and adequate in reducing the risks and, therefore, potential effects that have been identified. The results of this work will inform the Socio-economics assessment for the DCO application.	The Applicant notes your response.	No
Morg_0059_057_020623	S47	Email	18.14.2.5 Given the potential for indirect impacts on the Isle of Man as a result of potential cumulative shipping and navigation impacts to commercial operators (including strategic routes and lifeline ferries), an assessment of any potential indirect impacts will be brought into the socio-economics assessment for the Environmental Assessment once further work has been undertaken to assess the commitments made by the Applicant on shipping and navigation (presented in volume 2, chapter 12: Shipping and Navigation of the PEIR and summarised in Table 18.95 above).	The Applicant notes your response.	No
Morg_0059_058_020623	S47	Email	18.14.2.6 The following process will be followed during preparation of the Environmental Statement for the DCO application: • Review of the shipping and navigation assessment for the Environmental Statement and identification of any significant adverse effects as a result of potential impacts to commercial operators including strategic routes and lifeline ferries. Where effects are deemed significant, the Socio-economics chapter in the Environmental Statement will include an assessment of the potential indirect socio-economics effects on the Isle of Man" IOMSPC comment - Morgan as positioned will lead to a disruption to lifeline supply to a remote Island community (from trailers left in Heysham, and significantly increased weather cancellations,) and the Socio-Economic study will need to consult and assess the negative impact on over 400 individual businesses/organisations, e.g. including · Negative impact on TT · Impact on MGP · Impact on other special events, car rallies etc. · Impact on tourism numbers, IOM tourism economy · Impact on IOM retailers/businesses/public services from trailers left in Heysham due to combined WoDS/Morgan , reduced turnaround time, · Impact on IOM businesses from increased cancellations due to lack of timely/practical weather routing options (2 hours 40 minutes cumulative per day would lead to a cancellation · Impact to IOMSPC reputational loss, leading to reduction in passengers, e.g. Heysham route would remain viable with a modest reduction, but Liverpool route is commercially vulnerable to any reduction in traffic.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_059_020623	S47	Email	Note on Records : NRA Simulation Arrangement by Nash Maritime The developers & their NRA Consultants are well aware that during the annual Tourist Trophy (TT) fortnight on the Isle of Man that there is an exceptional level of demand, and many sailings are completely full. The Company carries as many vehicles during this TT fortnight as are typically carried in the previous three months, extra fastcraft sailings are scheduled overnight, all officers are rostered, extra crews are recruited, retired Masters also assist, and leave, etc, is not permitted.	Following feedback from the Steam Packet, their navigation simulations were postponed until September 2023 to ensure they were able to attend.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_060_020623	S47	Email	IOMSPC has made it perfectly clear that the windfarms as proposed are a safety hazard and diversions are completely unacceptable for a lifeline service to a remote Island community. We need to be present at Hazard Workshops and have made it clear that all staff are rostered during the TT - The only way to attend a Workshop during this short period would have been to cancel scheduled sailings.	Following feedback from the Steam Packet, their navigation simulations were postponed until September 2023 to ensure they were able to attend.	No
Morg_0059_061_020623	S47	Email	IOMSPC maintains a lifeline service. We requested that the Hazard Workshop arranged for 12-14 June was rearranged to allow us to attend and to date this request has been ignored. We maintain it essential this is re-arranged.	Following feedback from the Steam Packet, their navigation simulations were postponed until September 2023 to ensure they were able to attend.	No
Morg_0060_001_020623	S47	Email	We represent every key sector of the Island's economy through our membership, including for the sake of transparency, the Isle of Man Steam Packet who are members. The purpose of this paper is to focus on the economic impact of proposed windfarm developments. We would like to be very clear that Chamber has no objections, indeed no comment, in relation to the policy of windfarm development. Our submission to you is based on the economic impact that will result from the proposed UK offshore windfarm (Morgan & Mona) which will have direct impact on our long-established lifeline sea routes with the UK (Heysham & Liverpool). The location of the planned wind farms will add to journey times and reduce port turnaround times for urgent freight but will more worryingly have a severe effect on the use of adverse weather routes which will lead to more cancellations resulting in direct impact on our Island's vital freight deliveries and visitors. The island is highly reliant on same day fresh foods and imports over 80% of food consumed. You will understand our position in protecting these routes for the IOM and its community who depend on these routes for their daily livelihood needs and travel. We have gathered comments from our Sector Leads in the most effected industries to make it clear the impact the proposed windfarm development will have:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_002_020623	S47	Email	'The Engineering and Manufacturing businesses on the Island are very concerned about any developments that may disrupt the reliability and regularity of the logistics links to the Isle of Man. These links are an essential element of the supply chain in both directions for our businesses, for incoming materials and out flow of products to our customers. In today's economic environment many of our businesses need to operate as lean as possible with regard to holding materials and stocks as well as needing to offer just-in-time delivery performance to our customers. Disruption to the supply chain will very quickly have a detrimental effect on our ability to function which will then directly impact our performance to our customers. Repeated and ongoing customer impact can be very damaging to reputation and future prospects. The last thing we need for business sustainability is to suffer the risk of increased supply chain disruption. Isolated examples of disruption already exist today from natural causes such as storms at sea. When the ferry service is cancelled due to bad weather our materials and products become stalled and priority on the next sailings is given to perishables, food and medical supplies over our supplies. This can quickly escalate to a crisis if sailings do not resume to normal in a reasonable period of time as the backlog will grow.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0060_003_020623	S47	Email	The reliability and cost of the freight service to the Isle of Man is critical to the local retail and hospitality sector, the Group supports projects that deliver economic growth but in this instance would seek detailed reassurances that freight services would not be affected in either its timing's or burdened by extra costs. The Isle of Man retail sector, especially food retailers depend on reliable timed deliveries and any deterioration in the service could damage the prospects for investment in the sector and affect we believe the quality of life on the Isle of Man'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_004_020623	S47	Email	The Isle of Man's visitor industry is wholly dependent on reliable air and sea routes for its guests to travel to the Island. About 60% percent of our tourists use the sea links serviced by Steam Packet. It is obvious that any disruption or reduction of ferry services will have a material impact on our tourism sector. Even more so now the number of air routes to and from the UK has diminished. A reduced number of visitors to the Isle of Man due to cancelled, delayed or reduced number of sailings will also have a significant effect on our wider local economy. Reduced visitor numbers will lead to reduced spend on island in our retail and hospitality sectors. This will inevitably result in closures in our already fragile retail and hospitality sectors. The Isle of Man's economy as a whole and our visitor industry in particular can only prosper if it can rely on the existing unobstructed ferry services as the lifeline of our Island nation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0060_005_020623	S47	Email	Living on an island means the timely movement of goods and people is paramount to our everyday lives. The Road, sea and air team are very supportive of green energy sources and committed to the regional drive to Net Zero. We are however concerned with the proposed planning location of the offshore windfarms being in the “hub” of our key ferry routes as well as neighbouring ferry routes. The alternative routes shall see service performance of Steam Packet drop from 95% to 80% due to an increased impact from adverse weather conditions. This service level has a significant impact on our hauliers being able to provide the levels of service required to support domestic and international businesses. The on-cost of longer routes and more delays shall ultimately be realised by the paying public.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_006_020623	S47	Email	The Isle of Man Chamber of Commerce has no objections to any windfarm development obtaining planning approvals - PROVIDED that on its own, or cumulatively our lifeline air and sea routes are unobstructed.	The Applicant notes your response.	No
Morg_0060_007_020623	S47	Email	Sent for an on behalf of the President of the Isle of Man Chamber of Commerce to the following parties: UK Chamber of Shipping The UK Crown Estate UK Planning Inspectorate EnBW bp Isle of Man Chief Minister Members of the House of Keys Isle of Man Steam Packet Chamber of Commerce Board, Sector Leads and Chairs	The Applicant notes your response.	No
Morg_0061_001_020623	S47	Email	We would refer you to your offer to supply feedback in the May 26th edition of the Isle of Man Courier. We would like to make comment on all three proposals that is /morgan, /Morecambe, /transmission. We have no expertise, but feel involved in the projects and how they might affect life on our beautiful Island. Particularly the effect on the routes sailed by The Isle of Man Steam Packet. We understand that The Steam Packet are seriously concerned about your proposals and just wanted to add that The Steam Packet represents the people of the Isle of Man with their main lifeline. So we would seriously urge you to listen carefully to what The Steam Packet are saying and consider what they say as representing the people of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0062_001_020623	S42	Email	Any navigable channels or corridors between Morgan, Mona and Morecambe wind farms must comply with MGN654.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. The resultant routes between offshore wind projects meets the requirements of guidance contained within MGN654 and PIANC WG161. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0062_002_020623	S42	Email	We would welcome your earliest possible consultation regarding proposed turbine layouts, as well as the locations of any other infrastructure, as this matter may well require significant work to reach agreement.	The Applicant notes your response.	No
Morg_0062_003_020623	S42	Email	I have attached our most recent standard navigation conditions, which we would expect to be provided for within your DCO/DML.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_004_020623	S42	Email	Could you please provide us with the most recent shape files for this project?	The Applicant notes your response. The revised boundary for the Morgan Generation Assets was provided to Trinity House in September 2023	No
Morg_0062_005_020623	S42	Email	Standard navigation conditions for inclusion within Deemed Marine Licences (DML) for offshore renewable energy installations. Agreed by Marine Management Organisation (MMO), Trinity House, Maritime and Coastguard Agency (MCA) and UK Hydrographic Office (UKHO).	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_006_020623	S42	Email	Notifications and Inspections: 1) The undertaker must inform the MMO Coastal Office in writing at least 5 days prior to the commencement of the authorised projector any part thereof, and within 5 days of completion of the authorised project.	Condition 17 of the dML(s)has been updated to reflect this comment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0062_007_020623	S42	Email	Notifications and Inspections: 2) The Kingfisher Information Service of Seafish, must be informed of details of the vessel routes, timings and locations relating to the construction of the authorised projector any part thereof by email to REDACTED@seafish.co.uk :-a)at least 14 days prior to the commencement of offshore activities, for inclusion in the Kingfisher Fortnightly Bulletin and offshore hazard awareness data, and; b) as soon as reasonably practicable and no later than 24 hours of completion of all offshore activities. Confirmation of notification must be provided to the MMO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment and following further discussion with MMO, this has been reduced to at least 7 days prior.	No
Morg_0062_008_020623	S42	Email	Notifications and Inspections: 3) The undertaker must ensure that a local notification to mariners is issued at least 14 days prior to the commencement of the authorised projector any part thereof advising of the start date of each Work No.<insert>and the expected vessel routes from the construction ports to the relevant location. Copies of all notices must be provided to the MMO, MCA and UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment and following further discussion with MMO, this has been reduced to at least 7 days prior.	No
Morg_0062_009_020623	S42	Email	Notifications and Inspections: 4) The undertaker must ensure that local notifications to mariners are updated and reissued at weekly intervals during construction activities and at least 5 days before any planned operations (or otherwise agreed) and maintenance works and supplemented with VHF radio broadcasts agreed with the MCA in accordance with the construction and monitoring programme approved under deemed marine licence condition<insert>.Copies of all notices must be provided to the MMO and UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_010_020623	S42	Email	Notifications and Inspections: 5) The undertaker must notify the UKHO of the completion(within 14 days) of the authorised projector any part thereof in order that all necessary amendments are made to nautical charts. Copies of all notices must be provided to the MMO and MCA within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_011_020623	S42	Email	Notifications and Inspections: 6) In case of damage to, or destruction or decay of, the authorised project seaward of MHWS or any part thereof, excluding the exposure of cables, the undertaker shall as soon as reasonably practicable and no later than 24 hours following the undertaker becoming aware of any such damage, destruction or decay, notify MMO, MCA, Trinity House, UKHO, the Kingfisher Information Service of Seafish and regional fisheries contacts.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_012_020623	S42	Email	Notifications and Inspections: 7) In case of buried cables becoming exposed on or above the seabed, the undertaker must within three days following identification of a cable exposure, notify mariners, regional fisheries contacts and the Kingfisher Information Service of Seafish of the location and extent of exposure. Copies of all notices must be provided to the MMO, MCA, Trinity House, and the UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_013_020623	S42	Email	Pre-construction plans and documents: The authorised project shall not commence until the following have been submitted to and approved by the MMO. Each programme, statement, plan, protocol, scheme or other detail required to be approved under this condition must be submitted to the MMO for approval at least 6 months prior to the commencement of the authorised project except where otherwise stated.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_014_020623	S42	Email	Pre-construction plans and documents: 1) A plan to be agreed in writing with the MMO following appropriate consultation with Trinity House, the MCA and UKHO, setting out proposed details of the authorised project, including the: a) number, dimensions, specification, foundation type(s) and depth for each WTGs, offshore platforms, substations and meteorological masts; b) the grid coordinates of the centre point of the proposed location for each WTG, platform, substation and meteorological mast; c) proposed layout of all cables; and d) location and specification of all other aspects of the authorised project.	Condition 22 has been updated taking account of this comment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0062_015_020623	S42	Email	Pre-construction plans and documents: 2) An Aids to Navigation Management Plan to be agreed in writing by the MMO following appropriate consultation with Trinity House specifying how the undertaker will ensure compliance with conditions (1) to (4) of 'Aids to Navigation' from the commencement of construction of the authorised project to the completion of decommissioning.	Noted, these comments have been taken into account in the drafting of the application DCO and dMLs. Condition 22 has been updated taking account of this comment	No
Morg_0062_016_020623	S42	Email	Pre-construction plans and documents: 3)No part of the authorised project may commence until the MMO, in consultation with the MCA, has confirmed in writing that the undertaker has taken into account and, so far as is applicable to that stage of the project, adequately addressed all MCA recommendations as appropriate to the authorised project contained within MGN654 "Offshore Renewable Energy Installations (OREIs) –Guidance on UK Navigational Practice, Safety and Emergency Response Issues" and its annexes.	Condition 27 has been updated taking account of this comment.	No
Morg_0062_017_020623	S42	Email	Pre-construction plans and documents: 4)A construction method statement in accordance with the construction methods assessed in the environmental statement and including details of –i) Cable specification, installation and monitoring, to include: a) technical specification of offshore cables below MHWS; b) a detailed cable laying plan for the Order limits, incorporating a burial risk assessment encompassing the identification of any cable protection that exceeds 5% of navigable depth referenced to chart datum and, in the event that any area of cable protection exceeding 5% of navigable depth is identified, details of any steps (to be determined following consultation with the MCA and Trinity House) to be taken to ensure existing and future safe navigation is not compromised or such similar assessment to ascertain suitable burial depths and cable laying techniques, including cable protection; and c) proposals for monitoring offshore cables including cable protection during the operational lifetime of the authorised scheme which includes a risk based approach to the management of unburied or shallow buried cables.	Condition 22 has been updated taking account of this comment.	No
Morg_0062_018_020623	S42	Email	Pre-construction monitoring and surveys. 5)Aswath bathymetric survey to IHO Order 1a of the area within the Offshore Order Limits extending to an appropriate buffer around the site, must be undertaken. The survey shall include all proposed cable routes. This should fulfil the requirements of MGN654 and its supporting 'Hydrographic Guidelines for Offshore Renewable Energy Developers', which includes the requirement for the full density data and reports to be delivered to the MCA and the UKHO for the update of nautical charts and publications. This must be submitted as soon as possible, and no later than [three months] prior to construction. The Order Limit shapefiles must be submitted to MCA. The Report of Survey must also be sent to the MMO.	Condition 29 has been updated taking account of this comment.	No
Morg_0062_019_020623	S42	Email	Aids to Navigation: 1) The undertaker shall during the whole period from the commencement of construction of the authorised project to the completion of decommissioning exhibit such lights, marks, sounds, signals and other aids to navigation, and to take such other steps for the prevention of danger to navigation as Trinity House may from time to time direct.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_020_020623	S42	Email	Aids to Navigation: 2) The undertaker must during the whole period from the commencement of construction of the authorised project to the completion of decommissioning keep Trinity House and the MMO informed of progress of the authorised project including; a. notice of commencement of construction of the authorised project within 24 hours of commencement having occurred; b. notice within 24 hours of any aids to navigation being established by the undertaker; and c. notice within 5 days of completion of construction of the authorised project.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_021_020623	S42	Email	Aids to Navigation: 3) The undertaker must provide reports to Trinity House on the availability of aids to navigation in accordance with the frequencies set out in the aids to navigation management plan agreed pursuant to condition <insert>using the reporting system provided by Trinity House.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0062_022_020623	S42	Email	Aids to navigation: 4) The undertaker must during the whole period from the commencement of construction of the authorised project to the completion of decommissioning notify Trinity House and the MMO of any failure of the aids to navigation and the timescales and plans for remedying such failures, as soon as possible and no later than 24 hours following the undertaker becoming aware of any such failure.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_023_020623	S42	Email	Colouring of structures: 1) Except as otherwise required by Trinity House the undertaker must paint all structures forming part of the authorised project yellow (colour code RAL 1023) from at least HAT to a height as directed by Trinity House. Unless the MMO otherwise directs, the undertaker must paint the remainder of the structures grey (colour code RAL 7035).	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_024_020623	S42	Email	Construction Monitoring 1) Construction monitoring must include vessel traffic monitoring by automatic identification system for the duration of the construction period. An appropriate report must be submitted to the MMO, Trinity House and the MCA at the end of each year of the construction period.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s)	No
Morg_0062_025_020623	S42	Email	Post-construction plans and documents 1) The undertaker must conduct a swath bathymetric survey to IHO Order 1a of the installed export cable route and provide the data and survey report(s) to the MCA and UKHO. The MMO should be notified once this has been done, with a copy of the Report of Survey also sent to the MMO.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_026_020623	S42	Email	Post-construction plans and documents 2) On post decommissioning, the undertaker must conduct a swath bathymetric survey to IHO Order 1a of the cable route and the installed generating assets area and provide the data and survey report(s) to the MCA and UKHO. [Decommissioning is not consented at this stage so this can't be included in the DCO/DML]This should fulfil the requirements of MGN654 and its supporting 'Hydrographic Guidelines for Offshore Renewable Energy Developers', which includes the requirement for the full density data and reports to be delivered to the MCA and the UKHO for the update of nautical charts and publications.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_027_020623	S42	Email	Post-construction plans and documents 3) Post construction monitoring must include vessel traffic monitoring by automatic identification system for a duration of three consecutive years following the completion of construction of authorised project, unless otherwise agreed in writing by the MMO. An appropriate report must be submitted to the MMO, Trinity House and the MCA at the end of each year of the three year period.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_028_020623	S42	Email	Completion of Construction (1) The undertaker must submit a close out report to the MMO, MCA, UKHO and the relevant statutory nature conservation body within three months of the date of completion of construction. The close out report must confirm the date of completion of construction and must include the following details— (2) the final number of installed wind turbine generators; (3) as built plans; and (4) latitude and longitude coordinates of the centre point of the location for each wind turbine generator and offshore platform, substation, booster station and meteorological mast; provided as Geographical Information System data referenced to WGS84 datum. (5) latitude and longitude coordinates of the inter array and export cable routes; provided as Geographical Information System data referenced to WGS84 datum.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_029_020623	S42	Email	NOTE: These are standard conditions to be applied to all DMLs, other maybe requested for site specific projects	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0063_001_020623	S47	Email	The UK Chamber of Shipping (hereafter "the Chamber") welcomes the opportunity to comment on the Section 42 Preliminary Environmental Information Report (PEIR) consultation for the aforementioned proposed developments. The Chamber is providing a singular response to the consultations for all three proposed developments as it is the	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			cumulative impact of them that is of grave concern to the shipping industry with the resulting navigational risk.		
Morg_0063_002_020623	S47	Email	The Chamber is the primary trade association for the UK shipping industry and its voice. The Chamber represents more than 200 members, operating in excess of 900 vessels equalling 18 million GT in capacity, trading around the UK and globally. Chamber members operate across the full breadth of the industry, including: containers, dry bulk and tanker trades; passenger transport, comprised of international and domestic cruise & ferry operators, including lifeline services; offshore supply and construction engaged in oil & gas and renewables; towage and specialist operations; along with professional service providers supporting the shipping industry. The Chamber is a firm advocate for the UK's targets to decarbonise the country and reach net zero by 2050, a target the Chamber supports the UK Government in pushing the global shipping industry to also adopt. Offshore renewables will become a significant source of green energy and the Chamber supports the Government's targets for offshore wind, whilst championing the vital role the ports and shipping industries play in enabling those targets to be achieved. The shipping industry and supporting ports are essential to facilitate the proliferation of offshore renewables throughout the lifespan of developments during construction, operation & maintenance, and decommissioning. n [sic.] order to achieve the Government's targets the planning and consultation system must support both the UK's offshore renewable goals and the shipping industry to ensure that navigational safety is not compromised nor economic contribution from the shipping industry jeopardised. This is a clear policy of the National Policy Statement for Renewable Energy EN-3 and it is apparent from the shipping and navigation related chapters of PEIR as presented, for example the risk ratings within the NRAs, that these projects would introduce unacceptable risks to safety and detrimental economic impacts upon key shipping services. On this basis the Chamber wishes to provide comment in a number of areas, highlight concerns, and call for further commitments to mitigate risk from the proposed developments.	The Applicant notes your response.	No
Morg_0063_003_020623	S47	Email	Planning and Consultation Process: The Chamber has engaged throughout and extensively with the planning and consultation process to date, representing the concerns of its member operators directly impacted, and holistically considering the cumulative impact to the shipping industry.	The Applicant notes your response.	No
Morg_0063_004_020623	S47	Email	Planning and Consultation Process: The Chamber commends the establishment of the Maritime Navigation Engagement Forum (MNEF) as a regular means of collective engagement between stakeholders and strongly welcomed the approach taken in conducting Navigational Simulator exercises at HR Wallingford with the major impacted ferry operators as a means of simulating ferry crosses and analysing navigational safety in differing climatic and traffic scenarios. Whilst there are caveats to the simulator exercises and some inaccuracies, nevertheless it was a positive undertaking and should be utilised for future developments.	The Applicant notes your response.	No
Morg_0063_005_020623	S47	Email	Planning and Consultation Process: The results of the simulator exercises along with the risk ratings as calculated in the Cumulative Regional Navigational Risk Assessment (CRNRA) show that there are unacceptable risks to navigational safety and that changes to the design envelope are required.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0063_006_020623	S47	Email	Planning and Consultation Process: The Chamber and other MNEF members were informed of specific and tangible changes to the Project Design Envelope (PDE) including Red Line Boundary (RLB) changes in January 2023. It is therefore highly frustrating and should be criticised that the developers have proceeded to progress to PEIR consultation showing a PDE and RLB for the array areas which are out of date and incorrect. Through this course of action, the developers are negating and demeaning one of vital public and formal consultation periods, and lessening the feedback that will be submitted by stakeholders who are aware of the incoming changes.	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the Environmental Statement supporting the Application.	No
Morg_0063_007_020623	S47	Email	Planning and Consultation Process: For those stakeholders providing feedback who are unaware of the developers' commitments to redefine the PDE and RLB of the proposed developments, their valuable time is being wasted and the Chamber will be recommending the Planning Inspectorate to fully consider and appraise the validity of the entire Section 42 consultation for these developments given the out of date and incorrect data presented.	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application.	No
Morg_0063_008_020623	S47	Email	Planning and Consultation Process: The Chamber wishes to raise further concern regarding the validity of the second round of Navigational Simulator exercises presently being undertaken by the developer with the regular ferry operators in attendance. Whilst such exercises are being carried out to include the additional	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			commitments from the developers and redefined RLBs as informed to the MNEF in January, they fail to consider any feedback and views that are submitted during the PEIR consultation process.	the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application.	
Morg_0063_009_020623	S47	Email	Planning and Consultation Process: The Chamber considers this a significant failing. The Chamber raised this very concern at the January 2023 Maritime Navigation Engagement Forum (MNEF), that to undertake the Navigational Simulator exercises prior to the completion of PEIR and analysis of the feedback submitted, could see important factors or impacts omitted and if so, invalidate the simulator exercises. The Chamber advocated at the time that all additional simulator exercises be undertaken post PEIR period and analysis, yet this recommendation has been overlooked.	The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application.	No
Morg_0063_010_020623	S47	Email	Planning and Consultation Process: The Chamber is furthermore disappointed and frustrated that the developers have chosen to undertake the second series of Navigational Simulator exercises at a seasonal period of the year, when one of the key ferry operators impacted, Isle of Man Steam Packet, is operating at its busiest due to the Isle of Man TT festival. The TT festival brings tens of thousands of people to the Isle of Man and accordingly means the ferry operator is working at full capacity to ensure the safe and efficient transport of competitors, spectators and all of their accompanying vehicles and equipment. The dates of the TT festival are well known well in advance and to hold simulator exercises for that specific operator whilst they are at their busiest period of year, thereby putting them in a very difficult position in determining whether they are able to attend is deeply regrettable and should be criticised.	Following feedback from the Isle of Man Steam Packet Company, the navigation simulations session for the ES were held in September 2023 to ensure they were able to attend and input to the simulations.	No
Morg_0063_011_020623	S47	Email	Planning and Consultation Process: The Chamber therefore calls upon the developer to find alternative dates for such an exercise which will allow the key Masters and officers to attend.	Following feedback from the Isle of Man Steam Packet Company, the navigation simulations session for the ES was held in September 2023 to ensure they were able to attend and input to the simulations.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0063_012_020623	S47	Email	Commercial and Environmental Impact: As stated in Paragraph 2.6.162 of NPS EN-3 states: “Site selection should have been made with a view to avoiding or minimising disruption or economic loss to the shipping and navigational industries.” The above statement cannot be agreed with based on the proposed developments as presented at PEIR.	The Applicant notes your response. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0063_013_020623	S47	Email	Commercial and Environmental Impact: The Irish Sea is utilised by several key lifeline ferry services, connecting the mainland to Northern Ireland, the Republic of Ireland and the Isle of Man. In some cases these routes have been in operation for nearly 200 years providing an essential supply link to island communities. These services operate to a schedule and disruption to their routeing, which already occurs to a degree of regularity due to severe adverse weather will only be further exacerbated through deviation and detour.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and Environmental Statement Chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0063_014_020623	S47	Email	Commercial and Environmental Impact: Through disruption, passage times increase, and operators may face difficulty in maintaining published schedules on services. This would impact upon berthing times and occupation in ports, where berth space is limited. Furthermore, recognising the regular occurrence of adverse weather in the Irish Sea particularly during winter months, operators are required to regularly undertake weather routeing. Weather routeing is done for a variety of reasons, including vessel safety, cargo safety to mitigate risk of cargo shift, and most regularly for ferry services, passenger comfort and safety.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0063_015_020623	S47	Email	Commercial and Environmental Impact: The NRA identified that weather routeing in the area occurring with far more regularity that seen elsewhere in UK waters for regular scheduled services, and this should be given the utmost weight and importance when considering the impact of removing large areas of navigable sea room from use. In doing so, the proposed developments will remove one of the main mitigations that operators use to reduce safety risk and improve passenger comfort. Without it, customer satisfaction is reduced with potential knock on commercial impact to alternative transport means.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0063_016_020623	S47	Email	Commercial and Environmental Impact: Scheduled RoRo services operate as part of a highly efficient just in time supply chains, with raw materials, semi-manufactured, and manufactured products repeatedly crossing borders as part of the production process. Disruption to schedules and delays have a detrimental impact upon wider supply chains, decreasing customer satisfaction, and leading shippers to consider alternative arrangements (where available), including repositioning or modal shift. Similarly turn-around times in ports are optimised for the loading and discharge of cargo units and cannot necessarily be shortened due to increased passage time.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0063_017_020623	S47	Email	Commercial and Environmental Impact: Any the increase in route length would require more fuel to be burnt, therefore resulting in significant additional financial cost to the operator from the deviation whilst increasing environmental emissions. It should be noted that ships are designed to sail at specific speeds at which they are most efficient, operating them out of such parameters increases costs, inefficiency and may not be technically feasible due to the introduction of specific environmental legislation to the shipping industry, in particular Carbon Intensity Indicators (CII) and Energy Efficiency existing ship Index (EEXI). Vessel operators	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			may therefore may not have the opportunity to increase speeds to maintain schedules but forced to disrupt them with knock-on effects to the wider supply chain.	the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0063_018_020623	S47	Email	Commercial and Environmental Impact: Such impacts the Chamber does not consider having been examined in detail not mitigations proposed through the documentation as presented at PEIR.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0063_019_020623	S47	Email	Cumulative Impact: The Chamber asserts that the CRNRA as presented is incomplete and inaccurate. The most clear and obvious omission is that of the proposed Isle of Man Wind Farm proposed by Ørsted within the territorial waters of the Isle of Man. As raised at the Navigational Risk Assessment workshops by the Isle of Man Government representative, Ørsted have every intention of proceeding with the proposed development yet the analysis shown at PEIR fails to consider this and the routeing and navigational safety implications. As such the Chamber expects the development will be included in the cumulative assessment going forward.	The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative regional navigational risk assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement. The cumulative effects assessment for shipping and navigation is presented in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement	Yes
Morg_0063_020_020623	S47	Email	Conclusion: The Chamber welcomes this opportunity to respond to the Section 42 PEIR consultation however reiterates its assertion that the proposed developments fail to satisfy Paragraph 2.6.147 of EN-3, which states, “To ensure safety of shipping, it is Government policy that wind farms should not be consented where they would pose unacceptable risks to navigational safety after mitigation measures have been adopted.”	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0063_021_020623	S47	Email	Conclusion: The Chamber and its members look forward to engaging with the developers to appraise the additional commitments and risk mitigations and their impact to navigational safety, economic impact to the shipping industry and wider supply chains, and environmental impact.	The Applicant notes your response.	No
Morg_0063_022_020623	S47	Email	Conclusion: Therefore, whilst the Chamber is in overall support for offshore wind developments, it can only presently object to the developments as proposed in the PEIR documentation.	The Applicant notes your response.	No
Morg_0065_006_020623	S42	Email	Shipping and Navigation As an island nation, any significant risk of interference with marine navigation is of concern to the TSC with regard to transport to and from the island, and the shipping lanes in our Territorial waters which are used to connect the UK and Ireland. These are strategic, lifeline routes that the Island depends on and it is essential that these are not impacted upon as part of these proposals. The economy of the Island is highly reliant on the regular, safe shipping for its goods, and any deviations from well established timetables and routes would not support the Island's business community relying on daily deliveries via the Isle of Man Steam Packet Company.	The Applicant notes your response.	No
Morg_0065_007_020623	S42	Email	The TSC is particularly concerned about the cumulative impacts from all of the proposed windfarms awarded as part of The Crown Estate's Round 4 project and would want to see this fully taken into account as part of this application and forthcoming EIA. It is essential that the Island's shipping companies, the Isle of Man Steam Packet Company and other shipping companies are continuously engaged throughout this process.	The developers of the Morgan, Morgan and Morecambe Offshore Wind Projects have recognised the potential cumulative impacts on shipping and navigation to both commercial and safety receptors. As such, a Cumulative Regional NRA (CRNRA) was undertaken collaboratively by the three projects and is included as an appendix to the NRA (Volume 4, Annex 7.1). All Irish Sea ferry companies have been involved in consultation during the development of the NRA and CRNRA, including attending navigation simulations and hazard workshops.	Yes
Morg_0065_008_020623	S42	Email	The TSC believes these well-established sea links including the safe passage of all vessels navigating these routes should be given appropriate weight as part of this assessment, and subsequent examination. Any deviations to these lifeline routes will be unacceptable for an Island nation entirely dependent on its well established sea links and lifeline ferry services. The TSC would therefore oppose any deviations to these lifeline routes at every opportunity throughout this process.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0065_010_020623	S42	Email	It is acknowledged in Table 12.4 that the site was raised in a response from the Isle of Man Government in respect of the Scoping Opinion previously submitted as part of the TSC's response to the Planning Inspectorate, so why then was one of the underlying assumptions as part of the Hazard Risk Navigation Assessment Scenarios at the stakeholder workshop in October 2022 in Liverpool that the offshore windfarm project in Manx waters was not going to proceed?	The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0065_011_020623	S42	Email	The TSC is disappointed that this site has been omitted from the cumulative assessment specifically in respect of shipping and navigation, one of the major issues that will need to be resolved as part of the cumulative impact of all Round 4 proposed offshore windfarms. Given that it has not taken into account this site, the TSC does not believe a full cumulative impact assessment for shipping and navigation has been undertaken and this should be reconsidered. The 0rsted site has the potential to remove a large section of open water from being able to be used for safe passage for ships which may have cause to be diverted from their established routes as a result of the Round 4 sites as is being proposed as part of the Shipping and Navigation Risk Assessment, and indeed, any action that may be required of the Masters as per any adverse weather conditions.	The Mooir Vannin Offshore Wind Farm is included within Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement and has been screened into relevant topic assessments within the Environmental Statement. In relation to shipping and navigation the Scoping Boundary is considered within the cumulative regional navigational risk assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement, and within the cumulative effects assessment section of Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement	Yes
Morg_0065_120_020623	S42	Email	Chapter 12 Shipping and Navigation There is much concern in respect of the potential impact that the proposed project could have on shipping and navigation, particularly in respect of the Island's lifeline services via the Isle of Man Steam Packet Company. As an island nation, any significant risk of interference with marine navigation is of concern to the TSC with regard to transport to and from the island, and the shipping lanes in our Territorial waters which are used to connect the UK and Ireland. The TSC is particularly concerned about the cumulative impacts from all of the proposed windfarms awarded as part of The Crown Estate's Round 4 project, and would want to see this fully taken into account as part of the subsequent EIA to be submitted as part of the Development Consent Order application.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancellations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_121_020623	S42	Email	The TSC appreciates that the Isle of Man Steam Packet Company (IOMSPC) has until now been kept involved in this process including early project consultation meetings, and involvement in the navigational bridge simulations. It is essential that the Island's shipping companies, the Isle of Man Steam Packet Company and other shipping companies are continuously engaged throughout this process.	The developers of the Morgan, Morgan and Morecambe Offshore Wind Projects have recognised the potential cumulative impacts on shipping and navigation to both commercial and safety receptors. As such, a Cumulative Regional NRA (CRNRA) was undertaken collaboratively by the three projects and is included as an appendix to the NRA (Volume 4, Annex 7.1). All Irish Sea ferry companies have been involved in consultation during the development of the NRA and CRNRA, including attending navigation simulations and hazard workshops. Following feedback from the Isle of Man Steam Packet Company, the navigation simulations session to inform the Environmental Statement was held in September 2023 to ensure they were able to attend and input to the simulations.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_122_020623	S42	Email	Representatives from the TSC have been involved in the Maritime Navigation Engagement Forum encompassing all the neighbouring Round 4 offshore windfarm sites, and will continue throughout the duration of this process. Issues were raised in that forum as to the underlying assumption for some of the navigational simulations undertaken for the ferry operators that the proposed offshore windfarm in Manx waters was not being progressed. This has been clarified and corrected, and is understood that progress is being made by Ørsted on the offshore windfarm. In addition, there are further ambitions to develop offshore windfarms in Manx waters in the future. However, the TSC notes with disappointment that this offshore windfarm site has not been included within any of the PEIR Shipping and Navigation maps, nor forming part of the overall cumulative impact assessment, something which the TSC strongly disagrees with. This is further discussed below.	The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0065_123_020623	S42	Email	The TSC notes that as part of site selection process, consideration had to have been given to shipping and navigation routes (para 4.6.3.2). The TSC requests that continued consideration is given to these issues as concerns raised to date in terms of safety for shipping and navigation have not yet been fully explored or addressed as part of this PEIR. The TSC is pleased however to see that the waters on the east of the Isle of Man have been included within paragraph 12.1.3.2 outlining that they have been considered in terms of shipping routes and their interaction with the Morgan Generation Assets and existing and planned offshore wind projects within this area for the cumulative effects assessment.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_124_020623	S42	Email	In terms of the data used for shipping, it should be noted in paragraph 12.4.4.17 where there is an acknowledgement that there are seasonal variations to the vessel numbers travelling through the Morgan area, it should also clearly identify that it also includes a different vessel for which there will be additional limitations, namely that it is a fast craft, one that the TSC believes had limited testing as part of the bridge simulations, where the focus was mainly on that of the conventional ferry, the Ben my Chree. The TSC trusts that the IOMSPC is satisfied with the conclusions from the bridge simulations for its respective vessels.	At the navigation simulations with the Isle of Man Steam Packet (in 2022 for the PEIR and 2023 for the ES), it was agreed that the handling of the Manannan was not fully replicated when tested in adverse weather conditions. However, in normal conditions during which the ferry more frequently navigates, it was considered to be representative to test some of the key questions associated with the Irish Sea projects.	No
Morg_0065_125_020623	S42	Email	It should also be clarified that in respect of paragraph 12.4.4.26, summarising the current baseline conditions that the Douglas to Heysham route transects the northern section of the proposed Morgan site as shown in Figure 12.3 for both winter and summer surveys, and this is a two-daily movement trip for the Isle of Man Steam Packet (taken within a 24hr period). It also clearly shows the IOMSPC as part of the annualised vessel traffic routes with more than 640 transits per year in Figure 12.4, further acknowledged in 12.8.3.5 as having over 1300 movements per year passing through the northeast boundary of the Morgan array area.	The Applicant notes your response.	No
Morg_0065_126_020623	S42	Email	Further clarification is sought on the period over which the non-typical ferry routes which include the IOMSPC have been taken as part of the 2019 AIS dataset (Figure 12.5). Whilst there is mention in para 12.4.4.26 of Analysis of vessel tracks during Met Office named storm events did not identify any repeatable adverse weather routeing by commercial shipping, there are clearly occasions whereby the IOMSPC deviate off the 90th percentile corridor, still within the proposed Morgan Array Area. It should however be noted that in terms of future IOMSPC traffic, number of return trips will remain similar to recent years. An additional vessel	In addition to the vessel traffic surveys, full years of AIS data has been utilised to capture the infrequent weather routeing. The extent of the data collected exceeds the requirements of the primary guidance document MGN654.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			will enter service, the Manxman, another conventional ferry, and this will continue to support the seasonal fast craft service. The TSC suggests that if further clarification is required in respect of vessel movements, that the IOMSPC should be consulted for confirmation.		
Morg_0065_127_020623	S42	Email	Of greatest concern to the TSC in respect of shipping and navigation is in respect of the impacts relating to the following impacts noting that these are impacts, as per the maximum design scenario over the duration of construction, operation and decommissioning equating to potentially 43 years disruption for the Isle of Man:	The Applicant notes your response.	No
Morg_0065_128_020623	S42	Email	Impact to commercial operators including strategic routes and lifeline ferries (NPS EN-3 2.6.162/163) (under normal sailing conditions): Paragraph 12.8.3.3 sets out that vessel traffic will be expected to deviate around the construction site, and to include at least 1nm from navigational hazards (for up to 4 years during the construction period) – specific to the Douglas – Heysham route. This would require a deviation of 1.0nm / 3.5 minutes of steaming time per trip to the northeast, through the centre of the corridor between the Morgan Array Area and Walney Offshore Wind Farm – clarification is sought on whether this deviation has taken into account the proposed Ørsted offshore windfarm which might not provide the opportunity for the IOMSPC to deviate off its well established route to achieve the required position between Morgan and Walney. This statement also assumes that there is no other vessel traffic transiting along this route at the same time, noting the required 1nm clearance of navigational hazards, also taking into account any impact there could be from turbine interference from Walney. Has this also factored in the proposed mitigation for the Stena Line route where it is proposed that their vessel will also pass through the Walney Morgan gap (as shown in Figure 12.6)? Clarification is also sought on proposed mitigation measures, as were expected to be included within PEIR.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0065_129_020623	S42	Email	In addition to the proposed deviation for the Douglas – Heysham route, the IOMSPC route between Douglas and Liverpool with approximately 625 movements per year passes across the southwest boundary of the Morgan Array Area would require a deviation of 0.3nm / 0.6 minutes of steaming time per trip.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_130_020623	S42	Email	The TSC does not agree with the statements made in paragraphs 12.8.3.6 “None of the major commercial routes with more than one movement per day would be directly impacted by the Morgan Array Area” and 12.8.3.7 “Six routes were identified which would be deviated around	Within the NRA and Shipping and Navigation Chapter, a distinction was drawn between ferries (passenger and Ro-Ro) and commercial routes (including cargo and tanker trade) to reflect the greater risks and sensitivity	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			the Morgan Array Area, including routes into Douglas, Heysham and Barrow. The majority of these minor routes have less than one vessel transit per week". It has already been acknowledged earlier in the chapter that there are up to 1300 vessel movements per year for the IOMSPC Douglas – Heysham route, which runs across the northeast section of the Morgan array so how can it be concluded that none of the major commercial routes with more than one movement per day would be directly impacted by the Morgan array yet in paragraph 12.8.3.9 it is noted that as daily services across several operators will be impacted, the magnitude is therefore, considered to be high. Further clarification is required as to the categorisation of "commercial" and "ferry services" as it is noted that earlier in the chapter, there are references to commercial ferry services, which the TSC believes the IOMSPC is one. If the reference in respect of the "none of the commercial routes with more than one movement per day" is in respect of cargo or tankers, and not commercial ferry operators, the TSC requests that this is made explicitly clear in the subsequent EIA.	for regular ferry routes carrying passengers. The impacts on the Steam Packet routes are detailed fully in the relevant section.	
Morg_0065_131_020623	S42	Email	In terms of the assessment of the significance of the effect, further confirmation is required as to whether this has taken into account the cumulative impact of all proposed offshore windfarms within the Morgan Array area, including the proposed Ørsted offshore windfarm in Manx waters which has the potential to further impact on the proposed deviation distances and times.	A cumulative effects assessment is contained within the shipping and navigation chapter (Volume 2, Chapter 7) and NRA (Volume 4, Annex 7.1) submitted as part of the application. This considers the impacts and risks associated with all Tier 1 and Tier 2 offshore wind projects in the eastern Irish Sea, including the Mooir Vannin Offshore Wind Farm. In particular, the assessment concludes that significant effects exist when the Morgan Generation Assets is considered in combination with the Mooir Vannin Offshore Wind Farm Scoping Boundary and existing offshore wind farms, both in terms of navigation safety and commercial impacts. An addendum to the CRNRA has been produced following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023 which describes these impacts.	Yes
Morg_0065_132_020623	S42	Email	Impact to adverse weather routeing (NPS EN-3 2.6.162/163/165). The TSC appreciates the acknowledgement for the construction phase in para 12.8.4.4 that "During adverse weather, some sailings are delayed or inevitably cancelled irrespective of the presence of the Morgan Array Area. However, with the presence of the Morgan Array Area, where sailings are safe to take place, they may be required to route a greater distance and duration. Over the course of a day, the aggregation of these delays would result in the potential for additional sailings to be cancelled where constraints such as hours of rest are exceeded. Such effects are already experienced by operators but the presence of the Morgan Generation Assets may exacerbate this". This would be unacceptable for an Island nation entirely dependent on its well established sea links and lifeline ferry services. The TSC believes these well established sea links and routes should be given appropriate weight as part of this assessment, and subsequent examination.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_133_020623	S42	Email	Noting that it was estimated that the IOMSPC service between Heysham and Douglas would be impacted at a significant wave height (Hs) of 2.0m and cancelled at 3m Hs; the frequency for which these conditions would be exceeded within a year are given as Heysham to Douglas - between 3.7% and 18.3% of sailings would require some weather routeing (average of 9.6%) whilst between 0.3% and 3.7% of sailings could be cancelled due to adverse weather (average of 1.5%). This has then been further estimated to equate to a basecase estimate of 23 sailings cancelled would increase to 30 sailings cancelled with the Morgan Generation Assets. This analysis suggests that there would only be an additional 7 sailing per annum that would be affected during the construction phase (which estimated to	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			take approx. 4 years, is 28 additional cancelled sailings). Again, further clarification is sought as to whether this estimate takes into account the impact the proposed windfarm could have in conjunction with the cumulative impact of the other Round 4 sites within close proximity to the Morgan Array. The TSC requests confirmation that this has been discussed with the IOMSPC and that these estimates are taken to be as accurate as possible.	Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0065_134_020623	S42	Email	In terms of additional travel and comfort time to passengers, a required deviation in adverse weather already takes approx. 10-23minutes, and with an additional 17minutes, as estimated, could result in journey times of up to 40minutes in some cases. Further noting that “the presence of the Morgan Array Area reduces the optionality of vessels to maintain a safe and comfortable heading to the adverse conditions. A passage between the Morgan Array Area and Walney Offshore Wind Farm would require vessels to navigate beam on to the prevailing conditions, which is not considered seamanlike in adverse weather and could result in cargo shift. The navigation simulations noted excessive roll was experienced during adverse weather for ferries if routed to the east of Morgan, without the capability to turn west into the prevailing conditions”. This is also not acceptable to assume that the IOMSPC will feel it appropriate and responsible to sail between the Morgan Array Area and Walney Offshore Wind Farm in those adverse weather conditions knowing that it will not make a passenger journey comfortable. Should the IOMSPC Master make a decision not to follow the proposed deviation during those weather conditions, what other options are available for their crossing?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_135_020623	S42	Email	It is further noted that the same conclusions have been reached with regards both the operational and decommissioning phases of the Morgan Array Area, therefore, the additional time for adverse weather conditions and subsequent rerouting for the IOMSPC, and the possibility of reduced levels of passenger comfort will apply for at least the next 43 years.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_136_020623	S42	Email	The TSC acknowledges that the magnitude of the impact is deemed to be medium and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of moderate adverse significance, which is significant in EIA terms. The TSC understands that this will be further explored as part of the subsequent EIA which will accompany the application.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0065_137_020623	S42	Email	Impact on emergency response capability due to increased incident rates and reduced access for SAR responders (NPS EN-3 2.6.164). The TSC has concern over the statement that “adequate Closest Point of Approach (CPA) was not maintained between vessels during some specific situations. This typically occurred during adverse weather runs with relatively high traffic density, including other commercial ships and small craft such as fishing boats” in respect of safe passage of vessels between the Morgan Array Area and the Walney Offshore Wind Farm during the construction period as highlighted during the navigational simulations. This is worrying given that there will be occasions whereby adverse weather will force the ships to a specific route, acknowledging that the Morgan Array Area is essentially out of bounds for certain ships, namely those of passenger ferries which is what the IOMSPC operates as lifeline services to and from the Isle of Man. There is also concern that whilst the text highlights that there will be increased vessel movements in this area during this period, there is also the risk of further increases in vessels owing to the cumulative impact of the neighbouring proposed offshore windfarms should all be built.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0065_138_020623	S42	Email	The TSC notes with concern the estimated increases in potential for vessel encounters as a result of the proposed deviation around the Morgan Array Area during the operations and maintenance phases, particularly in respect of a ferry – small craft collision which exhibited a 75% increase. This is particularly concerning given that the increase in encounters as a result of the Morgan Array Area is concentrated within the corridor created between the Morgan Array Area and Walney Offshore Wind Farm, the area vessels are proposed to be deviated to instead of passing through the Morgan Array Area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0065_139_020623	S42	Email	The TSC acknowledges that no amendments to the site boundaries have been confirmed as part of the PEIR, however, it is pleased to see that there is a commitment to reconsider as set out in the Shipping and Navigation Chapter. The TSC expects continued involvement as the boundaries of the Morgan Array Area is further explored and considered, and will expect that along with the IOMSPC, the issues raised as concerns of the Isle of Man will be fully taken into account as part of any future amendments.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0065_140_020623	S42	Email	Cumulative effect assessment methodology The TSC is concerned that the proposed offshore windfarm in Isle of Man territorial waters (currently with an Agreement for Lease with Ørsted) does not appear to have been taken into account as part of the shipping and navigation cumulative effect assessment. In previous correspondence to the Planning Inspectorate, in respect of all scoping opinions submitted for consideration for the Round 4 offshore windfarm sites, the Territorial Sea Committee made it clear that there was an Agreement for Lease with Ørsted for an offshore windfarm development including in the response in respect of Mona (31st May 2022), Morgan (11th August 2022), Morecambe Bay (11th August 2022) and more recently, Morgan and Morecambe Bay Transmission Assets (25th November 2022). Despite repeated statements from the TSC in respect of the Agreement for Lease for an offshore windfarm in Manx waters including supplying the data to adequately map it, based on the assement (sic.) criteria for Tier 2 and 3, there appears to be no consideration for a project which has had a scoping opinion submitted but not in the public domain, albeit it historically. An update in respect of this project could have been provided by the TSC at any stage had contact been made by the project teams requesting this information. The TSC is also concerned that this site is also not included on Figure 12.9 showing the key projects in respect of the assessment. The TSC is of the opinion that given the close proximity of the Agreement for Lease site to all Round 4 offshore windfarm sites (at approximately 2.1kms from the Morgan Array Area) and the cumulative impact that all the sites could have on shipping and navigation, it must be taken into account as part of this assessment.	The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0065_141_020623	S42	Email	Impact to commercial operators including strategic routes and lifeline ferries The TSC notes that there is the potential for impact to both IOMSPC routes in terms of additional time in minutes per journey which will, from a commercial perspective add additional costs to the company in terms of fuel to be burned, and any requirements to additional emissions being offset.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0065_142_020623	S42	Email	Clarification is sought in respect of para 12.10.3.8 which states that the most impacted route is between Douglas and Liverpool TSS with an additional 5.9nm of steaming above 51.7nm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			However, less than one vessel per week utilises this route. If this is in reference to the fast craft service using Manannan, there are occasions where there are two return daily trips during the spring / summer period. Any impacts to this service would not be acceptable as the timetable is designed on the crafts ability to undertake two return trips taking into account both passenger and staff welfare. This is essential for the Isle of Man's tourism industry, upon which the Island is heavily dependent. If it is, as has been previously been noted, a reference to a cargo or tanker, this should be made explicitly clear.	deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0065_143_020623	S42	Email	Without the Ørsted site being clearly marked on Figure 12.10, it is not possible to fully appreciate whether the proposed deviation to the IOMSPC Douglas to Heysham route around the Morgan Array Area will take the IOMSPC boats through this site. If it doesn't take them into the site, it proposes that the ships route very close to the boundary of the Ørsted site, and it may be too close to safely navigate noting that there is, in general, the accepted distance from obstructions for safe passage (proposed at 1.5nm in para 12.10.3.3). The same can be said for the Stena route, whilst it is deviated around the Morgan Array and joins back onto its existing route, this may too be through the Ørsted site. Further clarification is sought on this, and until such times as the Ørsted site has been identified as part of this assessment, the TSC does not accept this conclusion.	A cumulative effects assessment is contained within the shipping and navigation chapter (Volume 2, Chapter 7) and NRA (Volume 4, Annex 7.1) submitted as part of the application. This considers the impacts and risks associated with all Tier 1 and Tier 2 offshore wind projects in the eastern Irish Sea, including the Mooir Vannin Offshore Wind Farm. In particular, the assessment concludes that significant effects exist when the Morgan Generation Assets is considered in combination with the Mooir Vannin Offshore Wind Farm Scoping Boundary and existing offshore wind farms, both in terms of navigation safety and commercial impacts. An addendum to the CRNRA has been produced following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023 which describes these impacts.	Yes
Morg_0065_144_020623	S42	Email	The TSC also seeks further clarification on the statement within para 12.10.3.8 which sets out that whilst it is acknowledged the most impacted route in terms of the cumulative impact is the Douglas Liverpool TSS route, it appears to imply that this is a one vessel per week trip. Clarification is sought in respect of Figure 12.11 specifically with regards to the commercial vessels which are travelling to and from the Isle of Man – the routes plotted are going to both Liverpool and Heysham. If this reference is in respect of the IOMSPC sailings, it requires further explanation because there are already acknowledged more than 1 trips daily on all these routes (noting that the fast craft are seasonal).	Within the NRA and Shipping and Navigation Chapter, a distinction was drawn between ferries (passenger and Ro-Ro) and commercial routes (including cargo and tanker trade) to reflect the greater risks and sensitivity for regular ferry routes carrying passengers. The impacts on the Steam Packet routes are detailed fully in the relevant section.	Yes
Morg_0065_145_020623	S42	Email	Impact on adverse weather routeing The TSC appreciates the acknowledgement for the construction phase in para 12.10.4.4 that "During adverse weather, some sailings are delayed or inevitably cancelled irrespective of the presence of the Morgan Array Area. However, with the presence of the Morgan Array Area, where sailings are safe to take place, they may be required to route a greater distance and duration. Over the course of a day, the aggregation of these delays would result in the potential for additional sailings to be cancelled where constraints such as hours of rest are exceeded. Such effects are already experienced by operators but the presence of the Morgan Generation Assets may exacerbate this". Again, as before, the TSC finds that this would be	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			unacceptable for an Island nation entirely dependent on its well established sea links and life line ferry services.	commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0065_146_020623	S42	Email	Noting that it was estimated that the IOMSPC service between Heysham and Douglas would be impacted at a significant wave height (Hs) of 2.0m and cancelled at 3m Hs; the frequency for which these conditions would be exceeded within a year are given as Isle of Man Steam Packet Company route between Liverpool to Douglas: Between 4.8% and 18.3% of sailings would require some weather routeing (average of 9.6%); Between 1.5% and 7.3% of sailings could be cancelled due to adverse weather (average of 4%). In addition, the Isle of Man Steam Packet route between Heysham to Douglas, Between 3.7% and 13.4% of sailings would require some weather routeing (average of 9.6%); and between 0.3% and 3.7% of sailings could be cancelled due to adverse weather (average of 1.5%). This analysis suggests that a basecase estimate (for the Liverpool Douglas route) of 26 sailings cancelled would increase to 35 sailings cancelled with the cumulative projects whilst the basecase estimate (for Heysham to Douglas route) of 23 sailings cancelled would increase to 30 sailings cancelled with the cumulative projects. The TSC requests confirmation that this has been discussed with the IOMSPC and that these estimates are taken to be as accurate as possible.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_147_020623	S42	Email	The TSC notes, as per Table 12.25, with regards to additional travel and comfort time to passengers, a required deviation (on the Douglas to Liverpool) in adverse weather already takes approx. 10-33 minutes, and with an additional 27minutes, as estimated, which could result in journey times of up to 60 minutes in some cases. With regards the Douglas to Heysham route, a required deviation in adverse weather already takes approx. 10-23 minutes, and with an additional 17 minutes, as estimated, which could result in journey times of up to 40 minutes. The potential for these additional minutes to the journey times are not considered acceptable by the TSC for a number of reasons; the IOMSPC timetable and its vessels have been carefully selected and planned to ensure the maximum number of trips to be undertaken safely, and with the highest level of passenger comfort possible. The IOMSPC Douglas to Heysham route provides many of the Island's businesses with their fresh supplies, all of which are designed to be distributed within a very short period of time after the boat docks as part of a just in time economy. Any deviations from this timetable will not be accepted by these businesses and by the TSC and those it represents. In addition, the extra time that could be added to the fast craft sailing will not be acceptable, either to the Island's residents or to its visitors who are using that service for its speed. Again, the timetable has been carefully planned around the fast crafts ability and reliability on this route, and to add up to an additional hour (from worst case at 33 minutes currently) will not be accepted. It is further acknowledged that owing to the nature of the fast craft, Manannan, it will likely be impacted more during periods of adverse weather than other ferries operating in the area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_148_020623	S42	Email	Further noting "the presence of the Morgan Array Area reduces the optionality of vessels to maintain a safe and comfortable heading to the adverse conditions. A passage between the Morgan Array Area and Walney Offshore Wind Farm would require vessels to navigate beam on to the prevailing conditions, which is not considered seamanlike in adverse weather and could result in cargo shift. The navigation simulations noted excessive roll was experienced during adverse weather for ferries if routed to the east of Morgan, without the capability to turn west into the prevailing conditions". This is also not acceptable to assume that the	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			IOMSPC will feel it appropriate and responsible to sail between the Morgan Array Area and Walney Offshore Wind Farm in those adverse weather conditions knowing that it will not make a passenger journey comfortable.	searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0065_149_020623	S42	Email	It is further noted that the same conclusions have been reached with regards both the operational and decommissioning phases of the Morgan Array Area, therefore, the additional time for adverse weather conditions and subsequent rerouting for the IOMSPC, and the possibility of reduced levels of passenger comfort will apply for at least the next 43years.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_150_020623	S42	Email	The TSC acknowledges that the magnitude of the impact is deemed to be medium and the sensitivity of the receptor is considered to be high. The effect will, therefore, be of moderate adverse significance, which is significant in EIA terms. The TSC understands that this will be further explored as part of the subsequent EIA which will accompany the application.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_151_020623	S42	Email	In the absence of the Agreement for Lease site for offshore wind development in Manx waters being included as part of this cumulative impact assessment, and its notable absence from maps, it is difficult for the TSC to support the proposed deviated route for Stena in Figure 12.12 which would appear to transit directly through this site. As acknowledged throughout this Chapter, there is an accepted clearance distance that is taken into account for	The Mooir Vannin Offshore Wind Farm Scoping Boundary is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			obstructions such as the Morgan Array, taken to be 1.5nm – the deviation shown in this figure rather proposes that the Stena route would be deviated, to clear Morgan, but sends it through the Ørsted site in Manx waters. The TSC seeks further clarification as to whether this proposed deviation has taken account of the Agreement for Lease, and if it has, how can this deviation be proposed knowing that it will not be possible in future years?		
Morg_0065_152_020623	S42	Email	The TSC awaits continued engagement to explore the further mitigation measures and residual effects to be considered and proposed by the project teams, particularly in respect of shipping and navigation. The TSC is deeply concerned about the cumulative impact all of these offshore windfarms could have on its lifeline services and any deviations to well established routes will not be accepted. The TSC awaits further confirmation on the revisions to the Morgan Array Area boundary as outlined in paragraph 12.14.1.2.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_153_020623	S42	Email	The Navigational Risk Assessment The Navigational Risk Assessment includes a summary of a number of main, overarching concerns that the TSC wishes to repeat here as all are applicable in respect of shipping and navigation for the Isle of Man, including, but not limited to:	The Applicant notes your response.	No
Morg_0065_154_020623	S42	Email	Existing IOMSPC schedules have been developed to accommodate the maximum number of journeys within a 24hr period, taking into account the length of journey, weather conditions, comforts of passengers as well as the demands upon the service and the just in time nature of Manx requirements. In addition, there are requirements on the IOMSPC in respect of its staff from the Maritime Labour Convention so appropriate rest times are scheduled and taken into account as part of the scheduling of services. Turnaround times in ports are limited on both sides owing to a number of conditions, and again, the operators are working within those. Any undue delay to arrivals and departures could result in financial penalties, and who would be responsible for covering those is the delays were due to deviations from well established routes as a result of the Morgan Array, or indeed, the cumulative impact of all the shipping? In additional Heysham presents additional restrictions in terms of tide times, and access / manoeuvrability within the harbour. All of this must be taken into account by the Masters as part of their preparation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_155_020623	S42	Email	In addition, the TSC will repeat a point it has made on a number occasions in respect of the cumulative impact, and that is the Agreement for Lease site for an offshore windfarm in Manx territorial waters has not been included as part of the baseline data in the Navigational Risk Assessment, the cumulative impact assessment nor the maps that have been used to depict other infrastructure constraints in the vicinity of the proposed Morgan Array Area.	The Mooir Vannin Offshore Wind Farm Scoping Boundary is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_156_020623	S42	Email	In terms of specific timings in respect of both journey times and turnaround times, the TSC requests that further discussions are held with the IOMSPC to ensure that they have been accurately recorded as part of the baseline data, and have been applied accurately as part of the assessment, both for the normal and the adverse weather conditions as well as for Morgan and the wider, cumulative impact assessment (as per 8.4.2 and 8.4.3 of the Navigational Risk Assessment).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_157_020623	S42	Email	In addition, any deviations or additional travelling time will result in additional fuel being used, and again, who is covering that cost? Who is also taking into account the increased emissions levels that could result from this additional travelling time, and extra fuel? Who would then be required to offset these? It shouldn't be the operator as the deviation is not their choice, nor should it be the IOMSPC passengers, who again, aren't going to benefit from Morgan or any of the other UK offshore windfarm projects.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0065_158_020623	S42	Email	Chapter 14 Other Sea Users The TSC notes that the Agreement for Lease site in Isle of Man territorial waters is mentioned within this Chapter, included on the map, in Figure 14.4 and included in Table 14.6 which highlights the close proximity of the proposed Morgan Array Area to it, at 2.6kms. The TSC requests clarification as to why this was not included within the Shipping and Navigation Chapter, and as part of the Cumulative Impact Assessment as part of that Chapter?	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_007_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0068_008_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or operation and maintenance ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from the Isle of Man Offshore Wind Farm. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The selection process associated with the identification of ports, inputs, and services will not conclude until the post-consent phase for the Morgan Generation Assets, which is typical for offshore wind farms. It is likely that fabrication and marshalling ports elsewhere in the UK and internationally will be utilised for the delivery of components.	Yes
Morg_0068_009_020623	S42	Email	Navigation and shipping Volume 2, chapter 12, table 12.4 states that the Isle of Man Government requested inclusion of the Isle of Man Offshore Wind Farm within assessments in its scoping response dated 31st May 2022. We are therefore surprised that you have failed to include and consider the location of the Isle of Man Offshore Wind Farm in respect of this matter. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	At the time of drafting the CRNRA to inform the PEIR, it was noted that an agreement for lease had been awarded to Ørsted in 2015 for an area of seabed in Isle of Man territorial waters. As no scoping report had been issued publicly, there was insufficient information to screen the project into the cumulative assessment for shipping and navigation assessment. The CRNRA was updated between PEIR and Application to incorporate the boundary changes that has been made across the Morgan Generation Assets, Mona and Morecambe Generation Assets projects. Following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023, an addendum to the CRNRA was produced to assess the impact of the Mooir Vannin Offshore Wind Farm (Scoping Boundary) on navigation safety and commercial routes. This is included in the cumulative effects assessment contained within the shipping and navigation chapter (Volume 2, Chapter 7) and NRA (Volume 4, Annex 7.1) submitted as part of the application. In particular, the assessment concludes that significant effects exist when the Morgan Generation Assets is considered in combination with the Mooir Vannin Offshore Wind Farm Scoping Boundary and existing offshore wind farms, both in terms of navigation safety and commercial impacts.	Yes
Morg_0068_010_020623	S42	Email	Navigation and shipping We would also expect the opportunity, as previously communicated to you, to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations, as these have the potential to be material to the Isle of Man and the Isle of Man Offshore Wind Farm.	At the time of drafting the CRNRA to inform the PEIR, it was noted that an agreement for lease had been awarded to Ørsted in 2015 for an area of seabed in Isle of Man territorial waters. As no scoping report had been issued publicly, there was insufficient information to screen the project into the cumulative assessment for shipping and navigation assessment. The CRNRA was updated between PEIR and Application to incorporate the boundary changes that has been made across the Morgan Generation Assets, Mona and Morecambe Generation Assets projects. Following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023, an addendum to the CRNRA was produced to assess the impact of the Mooir Vannin Offshore Wind Farm on navigation safety and commercial routes.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Mooir Vannin Offshore Wind Limited were invited to attend the Marine Navigation Engagement Forum (MNEF) and the hazard workshop undertaken to inform the Environmental Statement and therefore had sight of both the conclusions and proposed mitigations of the assessment. It is noted in the scoping report for the Mooir Vannin Offshore Wind Farm that the Shipping and Navigation impact assessment will be undertaken in line with the MCA Marine Guidance Note (MGN) 654 and its 'Methodology for Assessing Marine Navigational Safety and Emergency Response Risks'.	
Morg_0068_011_020623	S42	Email	Physical interaction of projects It is very important that the Isle of Man Offshore Wind Farm site and its proposed associated transmission assets can always be accessed to allow for construction, operation and maintenance work and ultimately decommissioning activities. It would therefore be useful to understand all the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for the proposed Isle of Man Offshore Wind Farm, including access for jack-up vessels and anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.	At the time of drafting the CRNRA to inform the PEIR, it was noted that an agreement for lease had been awarded to Ørsted in 2015 for an area of seabed in Isle of Man territorial waters. As no scoping report had been issued publicly, there was insufficient information to screen the project into the cumulative assessment for shipping and navigation assessment. The CRNRA was updated between PEIR and Application to incorporate the boundary changes that has been made across the Morgan Generation Assets, Mona and Morecambe Generation Assets projects. Following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023, an addendum to the CRNRA was produced to assess the impact of the Mooir Vannin Offshore Wind Farm on navigation safety and commercial routes. Mooir Vannin Offshore Wind Limited were invited to attend the Marine Navigation Engagement Forum (MNEF) and the hazard workshop undertaken to inform the Environmental Statement and therefore had sight of both the conclusions and proposed mitigations of the assessment. The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into to the Pathways to 2030 Holistic Network Design.	Yes
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0068_025_020623	S42	Email	1. The Navigational Risk Assessment (NRA) and any mitigations that are proposed to mitigate impacts upon the Isle of Man Steam Packet Company's routes from Douglas to Heysham and their material consideration to the Isle of Man Offshore Wind Farm.	At the time of drafting the CRNRA to inform the PEIR, it was noted that an agreement for lease had been awarded to Ørsted in 2015 for an area of seabed in Isle of Man territorial waters. As no scoping report had been issued publicly, there was insufficient information to screen the project into the cumulative assessment for shipping and navigation assessment. The CRNRA was updated between PEIR and Application to incorporate the boundary changes that has been made across the Morgan Generation Assets, Mona and Morecambe Generation Assets projects. Following publication of the scoping report for the Mooir Vannin Offshore Wind Farm on the 18 October 2023, an addendum to the CRNRA was produced to assess the impact of the Mooir Vannin Offshore Wind Farm (Scoping Boundary) on navigation safety and commercial routes. Mooir Vannin Offshore Wind Limited were invited to attend the Marine Navigation Engagement Forum (MNEF) and the hazard workshop undertaken to inform the Environmental Statement and therefore had sight of both the conclusions and proposed mitigations of the assessment. It is noted in the scoping report for the Mooir Vannin Offshore Wind Farm that the Shipping and Navigation impact assessment will be undertaken in line with the MCA Marine Guidance Note (MGN) 654 and its 'Methodology for Assessing Marine Navigational Safety and Emergency Response Risks'.	Yes
Morg_0069_006_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0069_007_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from Barrow. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The selection process associated with the identification of ports, inputs, and services will not conclude until the post-consent phase for the Morgan Generation Assets, which is typical for offshore wind farms. It is likely that fabrication and marshalling ports elsewhere in the UK and internationally will be utilised for the delivery of components.	Yes
Morg_0069_008_020623	S42	Email	Navigation and shipping We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is	Details of the proposed mitigation measures are described in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			important that any solutions properly take into account existing consent conditions and agreements. We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations.	and navigation of the Environmental Statement) submitted as part of the Application.	
Morg_0069_009_020623	S42	Email	Physical interaction of projects It is very important that Barrow and its associated transmission assets can at all times be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for Barrow, including access for jack-up vessels and anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.	The Applicant notes your response. A description of the Morgan Generation Assets is provided in Volume 1, Chapter 3: Project description of the Environmental Statement and a description of the Morgan Transmission Assets will be included in a separate DCO application. A revised CEA screening (see Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1) was undertaken to identify and assess projects and plans within the individual assessment chapters. The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into to the Pathways to 2030 Holistic Network Design.	No
Morg_0069_011_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Barrow, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0070_005_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0070_006_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from Burbo Bank Extension. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The selection process associated with the identification of ports, inputs, and services will not conclude until the post-consent phase for the Morgan Generation Assets, which is typical for offshore wind farms. It is likely that fabrication and marshalling ports elsewhere in the UK and internationally will be utilised for the delivery of components.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0070_007_020623	S42	Email	Navigation and shipping We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is important that any solutions properly take into account existing consent conditions and agreements. We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations.	Details of the proposed mitigation measures are described in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0070_010_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Burbo Bank Extension, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0071_004_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0071_005_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from Burbo Bank. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The selection process associated with the identification of ports, inputs, and services will not conclude until the post-consent phase for the Morgan Generation Assets, which is typical for offshore wind farms. It is likely that fabrication and marshalling ports elsewhere in the UK and internationally will be utilised for the delivery of components.	Yes
Morg_0071_006_020623	S42	Email	Navigation and shipping We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is important that any solutions properly take into account existing consent conditions and agreements. We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations.	Details of the proposed mitigation measures are described in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0071_007_020623	S42	Email	Physical interaction of projects It is very important that Burbo Bank and its associated transmission assets can at all times be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan	The Applicant notes your response. A description of the Morgan Generation Assets is provided in Volume 1, Chapter 3: Project description of the Environmental Statement and a description of the Morgan Transmission Assets will be included in a separate DCO application. A revised CEA screening (see Volume 3, Annex 5.1: Cumulative effects	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for Burbo Bank, including access for jack-up vessels and anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.	screening matrix of the Environmental Statement (Document Reference F3.5.1) was undertaken to identify and assess projects and plans within the individual assessment chapters. The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into to the Pathways to 2030 Holistic Network Design.	
Morg_0071_009_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Burbo Bank, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0072_005_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0072_006_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from Walney 3 and 4. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0072_007_020623	S42	Email	Navigation and shipping We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is important that any solutions properly take into account existing consent conditions and agreements. We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations.	Details of the proposed mitigation measures are described in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0072_008_020623	S42	Email	Physical interaction of projects It is very important that Walney 3 and 4 and its associated transmission assets can at all times be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for Walney 3 and 4, including access for jack-up vessels and	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.		
Morg_0072_010_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Walney 3 and 4, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0073_004_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0073_005_020623	S42	Email	Navigation and shipping Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from Walney 1 and 2. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required".	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0073_006_020623	S42	Email	Navigation and shipping We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is important that any solutions properly take into account existing consent conditions and agreements. We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks (including issues of search and rescue lanes and vessel traffic service) and mitigations.	Details of the proposed mitigation measures are described in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0073_007_020623	S42	Email	Physical interaction of projects It is very important that Walney 1 and 2 and its associated transmission assets can at all times be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for Walney 1 and 2, including access for jack-up vessels and anchor splays (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.	The Applicant notes your response.	No
Morg_0073_009_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Walney 1 and 2, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_001_020623	S47	Email	Attachments have been added to this submission as supporting annexes and should be considered part of it. Stena Line is submitting this response alongside its responses to the PEIRs for the Mona Offshore Wind Project and Morecambe Offshore Windfarm Generation Assets. Given that the consultations have to a great extent been conducted jointly between the Mona, Morgan and Morecambe Projects (collectively, the "Wind Farms") and that Stena Line's main concerns apply equally to all PEIRs, there will be a level of duplication across Stena Line's responses. However, each response is Project specific and highlights Stena Line's concerns regarding the impact on Stena Line's operations arising from that Project.	The Applicant notes your comment of submitting your response alongside both a response to both Mona and Morecambe's consultation	No
Morg_0076_002_020623	S47	Email	Stena Line's main concern throughout the consultation period has been and still is the risks to navigational safety for its vessels, as well as other vessels operating in the array areas of the Wind Farms. The focus Stena Line's response has therefore been on the Shipping and Navigation chapters of the PEIRs. Additional comments are made in respect of onshore impact arising from the cumulative effects of the Wind Farms.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries and to reduce risks to navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_003_020623	S47	Email	History of Stena Line Stena Line was founded in Gothenburg, Sweden in 1962. Stena Line is one of the world's largest ferry operators with over 26,000 yearly sailings on routes across Scandinavia and the Baltic, Irish and North Seas. Core values Stena Line is a family-owned company and its core value is care; care for customers, care for resources and care for each other. Stena Line aims to offer affordable and seamless ferry transportation for all customers and has a commitment to safety, reliability and reducing its environmental footprint. In 2022 over 63 percent of trips ran according to the timetable and Stena Line aims to increase punctuality to a minimum of 67 percent, this will in turn result in lower CO_2 emissions as the need to accelerate and use additional fuel to catch up with scheduled arrival times will decrease.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_004_020623	S47	Email	Employment Stena Line employs over 5,900 employees from nearly 40 countries, with headquarters located in Gothenburg, Sweden. Stena Line's fleet contains 39 vessels which operate on 18 ferry routes between 10 countries, helping 7 million people reach their destination annually. In 2022 Stena Line had a SEK 17.6 billion annual turnover, which allows Stena Line to invest in more than 300 implemented energy saving projects	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_005_020623	S47	Email	In the UK, Stena Line's onshore operations employs around 745 people, and a further 1,193 people are employed onboard the vessels that operate on routes around the UK.	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_006_020623	S47	Email	Stena Line's Liverpool to Belfast and Heysham to Belfast routes are the key routes affected by the Wind Farms and 400 people are employed across these routes. Stena Line's total employees across the Liverpool to Belfast route totals 313. In respect of onshore operations, 90 people are employed by Stena Line at the Birkenhead Port, with a further 72 employed at Belfast Port. In terms of onboard personnel operating the route, 81 people are employed to work onboard the Stena Edda, including 57 international crew assigned to the vessel and 70 people are employed to work onboard the Stena Embla, including 58 international crew. In relation to the Heysham to Belfast route, a further 14 people are employed in onshore operations at Heysham Port. 39 people are employed to work onboard Stena Hibernia and another 39 are employed to work onboard Stena Scotia. Accordingly, Stena Line have a duty to protect the health, safety, welfare and job security of their considerable work force, which they take very seriously.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_007_020623	S47	Email	Infrastructure and vessel particulars The routes that Stena Line will address in this PEIR response operate from Liverpool, Heysham and Belfast. The Stena Line Liverpool terminal is located at 12 Quays Terminal in Birkenhead, the Stena Line Heysham terminal is located at the North Quay, Heysham and the Stena Line Belfast terminal is located at Victoria Terminal 2, Belfast. A number of vessels operate the routes between Liverpool and Belfast and Heysham and Belfast. Stena Edda, Stena Embla and Stena Foreteller sail between Liverpool and Belfast and Stena Hibernia and Stena Scotia sail between Heysham and Belfast.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_008_020623	S47	Email	The passenger vessels operating between Liverpool and Belfast, Stena Edda and Stena Embla, are part of Stena Line's new E-Flexer class of vessel, which are optimised for efficiency and flexibility and are some of the most advanced and energy efficient vessels in operation. Stena Edda's particulars are: gross tonnage 40,500; year of build 2019. Stena Embla's particulars are: gross tonnage 40,500; year of build 2020. In terms of their capacity, each vessel can carry a maximum of 927 passengers, 120 vehicles and have a freight capacity of 3,100 lane metres. In terms of fuel consumption and costs, based on the current passage time of 8 hours, distance of the route of 142 nautical miles and fuel prices for March 2023, each trip for Stena Edda and Stena Embla averages over US$13,000.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_009_020623	S47	Email	The Roll On Roll Off (Ro-Ro) Cargo Ship Stena Foreteller services Stena Line's freight operations on the route between Liverpool and Belfast. Stena Foreteller's particulars are: IMO number 9214666; gross tonnage 24688; year of build 2001. The freight capacity of Stena Foreteller is 3000 lane metres. Using the same passage information as above for the Liverpool and Belfast route, the total cost of each trip for Stena Foreteller is estimated to be around US$10,710. Stena Hibernia and Stena Scotia are the Ro-Ro Cargo Ships transporting freight between Heysham and Belfast. Stena Hibernia's particulars are: gross tonnage 13,017; year of build 1996. Stena Scotia's particulars are: gross tonnage 13,000; year of build 1996. Freight capacity of the Stena Hibernia is 1,710 metres and the Stena Scotia is 1,692 metres. Based on a calculation of the current passage time of 8 hours, distance of 123 nautical miles and fuel prices for March 2023, the total cost per trip for Stena Hibernia and Stena Scotia is averaged at US$6,555.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_010_020623	S47	Email	Fuel is one of the major operating costs for all merchant vessels, and the Stena Line vessels are no exception. This cost item has been brought into sharper focus in recent years as fuel prices have rocketed over the past two decades (seeing only brief periods of decline linked to recession) and there has, understandably, been more attention on environmental protection. As elaborated on further below, even the slightest increase to a vessel's regular transit route can exponentially affect this operating expense annually. In Stena Line's case and for the PEIR under consideration, they have a total of 5 vessels potentially impacted.	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_011_020623	S47	Email	Lifeline service Stena Line is the only ferry operator to operate a direct passenger and RoRo freight route between Liverpool and Belfast. In doing so, Stena Line ensures essential passenger and freight traffic can serve as a link between the respective locations and is able to contribute to the local community and bolster employment in the region. Were Stena Line's operations to be curtailed on this route, there would be no ferry route alternatives, in turn affecting both freight and passenger traffic. This would significantly impact the infrastructure, trading and employment at each location.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7).	No
Morg_0076_012_020623	S47	Email	ROUTES Liverpool and Belfast Stena Line operates 38 weekly sailings directly between Liverpool and Belfast on a twenty four hour schedule. The crossing time is approximately 8 hours. The Passenger Ro-Ros Stena Edda and Stena Embla operate the route along with the Freight Ro-Ro Stena Foreteller. The new E-Flexer class vessels Stena Edda and Stena Embla, which were introduced in 2021, include several emission-reducing technologies such as a streamlined hull, new propellers and two engines instead of four. As well as reducing emissions, the new ferries have also increased passenger and freight capacity on the route by a third.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_013_020623	S47	Email	ROUTES Liverpool and Belfast Significant investment in Stena Line's Irish Sea operations reflect Stena Line's commitment to the region - Stena Line has recently signed a new deal with Peel Ports to operate their 12 Quays port and ferry terminal in Birkenhead for another 77 years until 2100. Stena Line has since made further investments to the region with a recent purchase of two sites next to the terminal which will offer additional storage for its freight customers as business is expanded there.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_014_020623	S47	Email	ROUTES Heysham and Belfast The Stena Hibernia and Stena Scotia perform a dedicated freight service with 22 weekly crossings between Belfast and Heysham, the crossing time is approximately 8 hours.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_015_020623	S47	Email	ROUTES Heysham and Belfast Stena Line recently announced a multi-million pound investment to introduce another two freight ferries to the route in 2025, replacing the older vessels Stena Hibernia and Stena Scotia. The new vessels are set to increase freight capacity on the route by 80%, which will allow Stena Line to keep up with increased customer demand. In line with Stena Line's sustainability targets to reduce its CO2 emissions by 30% by 2030, the NewMax vessels will be designed to run on methanol and will feature technology to operate on both battery propulsion and shore power where available.1	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_016_020623	S47	Email	INITIATIVES Stena Line has been spearheading sustainable practice for many years. In 2015, Stena Line converted the Stena Germanica to run on both diesel and methanol, making it the world's first Roll-on Passenger (RoPax) vessel to do so.2 Since then, Stena Line has developed the new E-Flexer class vessels and the NewMax vessels.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_017_020623	S47	Email	GREEN ENERGY Stena Line supports the development of renewable energy in order to phase out reliance on fossil fuels and ensure the UK can align with the emission reduction targets set by the Paris Agreement.	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_018_020623	S47	Email	GREEN ENERGY Our sister company, Stena Renewable Energy AB is a terrestrial windfarm developer in Sweden with over 201 wind turbines in operation and another 200 under design or construction spread across 14 windfarm sites. Stena very much promotes the generation of green energy and strives to ensure that the sites selected for their development are always carefully assessed for local impact.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_019_020623	S47	Email	GREEN ENERGY Stena Line has set a target to reduce CO2 emissions from its vessels by 30% by 2030.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_020_020623	S47	Email	GREEN ENERGY At present, 100% renewable electricity is used in Stena Line's shore operation (by purchasing green credits for three of its ports) and about 20% of all Stena Line terminals offer shore power connections to Stena Line vessels.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_021_020623	S47	Email	GREEN ENERGY Stena Line is also investing in new green technologies including battery power, quayside powerbanks for charging electric ferries, alternative fuels (including methanol), utilising artificial intelligence in route planning and efficient ship designs.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_022_020623	S47	Email	GREEN ENERGY The construction of the Wind Farms poses a concern to Stena Line's sustainability strategy insofar as Stena Line's vessels will be forced to deviate and take longer routes to safely transit around the Wind Farms' footprint. As noted above, this is in turn will increase fuel consumption and consequently greenhouse gas emissions. In addition, the impact on Stena Line's route operations may make it more difficult to ensure compliance with international and regional emissions regulations (including the IMO's Energy Efficiency Existing Ship Index and Carbon Intensity Indicator regulations and the EU Emissions Trading System). Accordingly, the Wind Farms' green energy credentials need to be assessed in the round, and according to the impact it will have on Stena Line's, and numerous other stakeholders', own sustainability strategies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment (section 2.10.6 of Volume 2, Chapter 12: Climate change of the Environmental Statement). This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	Yes
Morg_0076_023_020623	S47	Email	HISTORY OF THE PROPOSAL Stena Line's perspective on history of proposals and involvement to date Stena Line has been partaking as a stakeholder since Q2 of 2021 and have liaised with Nash Maritime who represent the Project Consortia.	The consultee has been part of the Marine Navigation Engagement Forums (MNEFs) and conversations will continue as the project moves forward.	No
Morg_0076_024_020623	S47	Email	Stena Line participated in Marine Navigation Engagement Forums (MNEFs) throughout 2022. After requests from Stena Line and other affected ferry operators (namely Isle of Man Steam Packet and Seatruck), Stena Line were also invited to carry out simulation exercises in August 2022. The Marine and Coastguard Agency also attended these simulation exercises.	The consultee has been part of the Marine Navigation Engagement Forums (MNEFs) and conversations will continue as the project moves forward.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_025_020623	S47	Email	In October 2022, Stena Line attended a two-day HAZID Workshop in Liverpool aimed at assessing various hazards identified in the simulation exercises.	The Applicant notes your response. The consultee has been part of the Marine Navigation Engagement Forums (MNEFs) and navigation simulations with the Applicant.	No
Morg_0076_026_020623	S47	Email	In May 2023, further Navigation simulation exercises were carried out with Stena Line to assess the Project Consortia's proposed mitigations to the Navigation safety concerns identified at the previous simulations. These mitigations were in the form of a widening of the channels between the Windfarms and other offshore infrastructure. The joint HAZID Workshops resulting from this are still to take place to quantify their effectiveness. Due to this and the proximity in time between the simulations and the deadline for submitting the PEIR response, Stena Line's observations and comments regarding Navigational Safety are generally limited to the project boundaries as submitted in the PEIRs.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_027_020623	S47	Email	Stena Line's position is that although the forums and workshops have been helpful in identifying hazards and issues with the Project footprint, two key issues should be noted from the PEIR and during the MNEFs to date: (1) The cumulative impact of Ørsted's Isle of Man Offshore Wind Farm Project (the "Ørsted Project"); (2) Some delay in circulating the agreed revised reduction of the Project footprint and widening of the navigation corridor.	The Applicant notes your response and would like to identify that the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0076_028_020623	S47	Email	Stena Line understands from meetings with Ørsted that they expect to submit their scoping report for the Isle of Man Offshore Wind Farm to the Isle of Man Government by Q4 2023. While technically still a Tier 3 project, Ørsted have indicated their intentions to Stena line and have engaged with the Project Consortia on 20 October 2022. Despite this, to Stena Line's knowledge the Project Consortia have not considered the impact of the Isle of Man Offshore Wind Farm on ferry operations from a Navigation Risk Assessment perspective. Stena Line has specifically requested that the Project Consortia include the Ørsted project in the latest Navigation simulations held in May 2023. Despite this the Ørsted Project has still not been included and Stena Line must therefore regard the NRA process as being incomplete due to the failure to assess an adjacent transboundary development. Stena Line strongly requests that there be open dialogue and cooperation between the Project Consortia and Ørsted both in attending MNEFs and navigational risk assessments to ensure the cumulative effect on Stena Line and other ferry operators of the proposed wind farm projects are properly considered.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm is considered in the cumulative effects assessment as a Tier 2 project, where relevant. The Applicant notes your response and would like to identify that the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0076_029_020623	S47	Email	Revised footprints of the projects were agreed by the Project Consortia in January 2023. However, the revised boundaries and navigation corridor are not assessed in the PEIR but listed as 'next steps'. No adequate explanation for this approach is provided. Stena Line strongly encourages the Project Consortia to adopt the revisions and proceed with further assessments on this basis.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				chapter (Volume 2, Chapter 7) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	
Morg_0076_030_020623	S47	Email	Stena Line's Liverpool to Belfast route is significantly affected by the proposed footprint of the Wind Farms. Stena Line has throughout the consultation period highlighted and requested proper assessment of the impacts of the Wind Farms on ferry routes and in particular the need for a cumulative assessment. Stena Line's primary concern is that of safety and how its' affected vessels will be able to navigate the affected areas safely, especially in adverse weather conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0076_031_020623	S47	Email	CONSULTATION DOCUMENTS Stena Line's perspective on the consultation documents. The PEIR and in particular the NRA states that the assessment has been prepared in accordance with Marine Guidance Note 654 concerning safety of navigation and emergency response caused by Offshore Renewable Energy Installations (OREI) ("MGN 654"). MGN 654 which requires "stakeholder engagement to ensure that solutions are sought that allow offshore wind farms and navigation uses of the sea to successfully coexist". On this basis, Stena Line's position is that navigational risk assessments and consultations should be carried out on the impact of all regularly used routes that traverse the Array Areas. Stena Line notes that Chapter 12, section 12.8.2 of the Mona PEIR asserts that the only routes that are required to be assessed are “recognised sea lanes” within the meaning of UNCLOS Article 60, which, they say, is restricted to the defined traffic separation schemes. However, this interpretation contrasts with the National Policy Statement for Renewable Energy Infrastructure ("NPS EN-3"), which in section 3.8.346 clearly states that the Secretary of State will, when considering the Project site selection, consider particularly the need to avoid or minimise disruption or economic loss to shipping and navigation in "approaches to ports and to strategic routes essential to regional, national and international trade, lifeline ferries and recreational users of the sea".	National Policy Statement EN-3 notes a distinction between "recognised sea lanes" and strategically important routes or lifeline ferry services. The NRA (Volume 4, Annex 7.1) and Shipping and Navigation Chapter (Volume 2, Chapter 7) assess all of these routes and therefore impacts to all operators have been considered within the shipping and navigation assessment.	Yes
Morg_0076_032_020623	S47	Email	Clearly, the restrictive interpretation adopted in the PEIR is not conducive to finding solutions and not within the ambit of MGN 654. Accordingly, Stena Line firmly disagrees with the interpretation adopted in the PEIR. Stena Line (and the other affected ferry operators) operate on established routes which must be considered as recognised sea lanes. Stena Line therefore stresses that MGN 654 needs to be considered in full and that all affected commercial routes should form part of the navigational risk assessments.	National Policy Statement EN-3 notes a distinction between "recognised sea lanes" and strategically important routes or lifeline ferry services. The NRA (Volume 4, Annex 7.1) and Shipping and Navigation Chapter (Volume 2, Chapter 7) assess all of these routes and therefore impacts to all operators have been considered within the shipping and navigation assessment.	Yes
Morg_0076_033_020623	S47	Email	Stena Line further stresses that the Project Consortia need to continue with the process of risk mitigation in collaboration with all stakeholders as is identified in the forthcoming second round Hazard ID Workshop to ensure that navigational risks to current operations are reduced to ALARP levels. It should be further stressed that Stena Line will carry the risk once the Wind Farms are constructed and therefore Stena Line reserves the right to determine the level of risk which is acceptable. Stena Line appreciates that Ship Simulation exercises have been carried out but contends that while an exercise can be safely conducted in a simulator on a single transit that the exposure to risk is greatly increased by the frequency at which a vessel transits the area noting that Stena's vessels transited the area 2,997 times in 2019. Over the 35-year life of the Project that is nearly 105,000 transits.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_034_020623	S47	Email	PROPOSAL FOOTPRINT Deviation necessary Chapter 12, sections 12.8.3.5 and 12.8.3.11 of the Morgan PEIR assesses the impact on Stena Line's routes as follows: "The Stena route between Liverpool and Belfast to the east of the Isle of Man with approximately 350 movements per year directly intersects the Morgan Array Area. Stena operates two alternative routes either side of the Calder Gas Field which would be impacted. The route to the west would require vessels to turn more northerly once clearing the Calder Gas Field, maintaining safe distance to the Morgan Array Area, before transiting between the Morgan Array Area and the Walney Offshore Wind Farm. The route to the east is largely taken by northbound vessels, having left the approaches to Liverpool early to take a shorter route through the oil and gas fields. This route would require deviation towards the South Morecambe Gas Field and two additional course changes to approach the corridor between the Morgan Array Area and Walney Offshore Wind Farm." "To pass to the east this would necessitate between 2.2 and 6.4 minutes of additional steaming time per trip."	The Applicant notes your response.	No
Morg_0076_035_020623	S47	Email	Considering Figures 12.5 and 12.6 of Morgan PEIR Chapter 12, it is clear Stena Line's routes are significantly affected by the Morgan Array Area, in particular due to the routes required during adverse weather conditions. The PEIR concludes that the magnitude of impact on ferry routes is considered high (see Morgan PEIR, Chapter 12, section 12.8.3.9). The PEIR alleges that the deviation "is not anticipated to impose significant operational impacts" (see Morgan PEIR, Chapter 12, section 12.8.3.11). However, the deviation is significant for Stena Lines' operations which rely on just in time arrival and the delay may be greater when combined with other factors.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_036_020623	S47	Email	The necessary deviation must also be considered alongside the need for adverse weather routeing (discussed below). The Navigation Risk Assessment published in the PEIR (NRA, section 8.4.4.1) concludes that, for ferry vessel routing, "in adverse weather, the reduced sea room and increased duration would necessitate additional operational constraints and potential cancellations to these services". The cumulative impact of the necessary deviation that increases sailing time and adverse weather routeing therefore has a significant impact on Stena Line's operations far beyond the estimated time delay per vessel per trip.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_037_020623	S47	Email	Stena Line must consider the impact of the Wind Farms' footprint on its operations during the construction phase, the years of operation and during decommissioning. Stena Line expects the construction phase to be particularly disruptive to its voyages and the need to deviate will lead to delays. The Project Consortia have estimated construction time to be 4 years for Mona, 2.5 years for Morecambe and 4 years for Morgan. Should the construction phase take longer than estimated, Stena Line needs to factor this into its planned operations. Further, it is not clear to Stena Line what the Marine Operating Guidelines will include in relation to risks and necessary deviation during construction of the Wind Farms. The adverse impacts on ferry routeing are highlighted in the Morgan PEIR, Chapter 12, section 12.8.4.3: "During construction, vessel traffic would be displaced from the Morgan Array Area due to the presence of construction buoyage and safety zones around fixed structures which are under construction. …"…. "For regular runners such as ferries, this has the potential to result in a significant increase in costs or make schedules unviable. Furthermore, impacts on routeing may result in increased risks of collision or allision…Increased transit distance necessitates an increase in fuel burn which has a direct additional cost to operators. Furthermore, this would increase the environmental impact of their operations through increased emissions." (See NRA, section 8.4.1.1)	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_038_020623	S47	Email	The footprint of the Morgan Array Area and the consequential deviation that Stena Line's vessels will need to undertake causes serious concerns primarily for the safety of crew and passengers. Not only is the increased risk of collision or allision highly concerning (and discussed further below), but increased transit times may affect the crew's hours of rest and could risk contravening the Maritime Labour Convention's minimum hours of rest. The NRA (at section 8.4.1.1) acknowledges that "increased transit duration could make compliance with the convention impossible without compromising schedules or hiring additional crew." This in turn would have a further financial impact on Stena Line's operations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_039_020623	S47	Email	Another concern that Stena Line have is the potential environmental impact caused by increased emissions from the additional transit distance and resulting fuel consumption. This may also adversely affect Stena Line's ability to comply with regional and international maritime emissions regulations, including the IMO's CII regulations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_040_020623	S47	Email	Navigational safety Overview At the outset, Stena Line underlines and emphasises that the NRA published in the Morgan PEIR (see NRA, section 9.8.1.1) concludes that Morgan creates hazards with unacceptable risks to navigational safety and fail requirements in both NPS EN-3 2.6.165 and MGN 654 Annex 1. This was also a key finding of the Cumulative Regional Navigation Risk Assessment (CRNA) (see NRA, section 10.4.1.1).	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_041_020623	S47	Email	While risk control options are discussed, the PEIR acknowledges that these are conceptual at this stage and have not been implemented. In any event, Stena Line does not agree that the conceptual risk controls are appropriate or likely to be effective. Notably, a number of the risk controls proposed would only mitigate the effects of an incident, rather than preventing it occurring in the first place. As such, they cannot properly be categorised as risk controls.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_042_020623	S47	Email	Fundamentally, Stena Line, as a ferry operator in the region responsible for the safety of its crew and passengers, owing a duty of care to others and being responsible for stewardship of the environment, cannot accept the risks and failures to navigational safety set out in the NRA and is concerned that proposed measures and risk control options will not be sufficient.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_043_020623	S47	Email	Data sets used and methodology Stena Line acknowledges the navigation risk assessments that have already been conducted, including the CRNRA undertaken collaboratively for the Wind Farms.	The Applicant notes your response.	No
Morg_0076_044_020623	S47	Email	Stena Line's major concern throughout the consultation process has been that of navigational safety and Stena Line's primary obligations to ensure the safety of their employees, crew and passengers which may number up to 1000 persons on summer sailings along with the protection of the environment, which is the motivation for this concern.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_045_020623	S47	Email	While Stena Line recognises the impact the COVID-19 pandemic may have had on recreational and commercial vessel movements, the omission of data sets from 2020-2022 means the PEIR relies on outdated information and importantly does not reflect the surge in ferry traffic post-pandemic. Stena Line therefore queries the assertion that "vessel traffic is expected to have largely returned to prepandemic levels" on the basis that traffic may well have increased beyond prepandemic levels (see Morgan PEIR Chapter 12, section 12.4.1.2). In fact, Stena Line has obtained data contesting such findings, including port call figures for cruise ships that show an increase of calls to the Ports of Liverpool and Belfast in 2022 and projected for 2023.	The NRA (Volume 4, Annex 7.1) and Shipping and Navigation Chapter (Volume 2, Chapter 7) of the Environmental Statement have been updated to include the underlying datasets for 2022 and 2023 where these are available.	Yes
Morg_0076_046_020623	S47	Email	The vessel density and number of vessels of different types that would cross the Project footprints is difficult to determine. From Stena Line's experience of operating in this region it is likely that actual numbers of small boats (including fishing vessels) are significantly underrepresented in the PEIR.	The Applicant notes your response.	No
Morg_0076_047_020623	S47	Email	It is of concern that whilst adverse weather has been considered, this has been confined to wind, wave, and tidal conditions. No consideration appears to have been given to navigating in conditions of restricted visibility.	The effects of reduced visibility were explored during the navigation simulations, within which the ferry companies contributed. These are reported within the NRA (Volume 4, Annex 7.1) of the Environmental Statement.	Yes
Morg_0076_048_020623	S47	Email	More generally, Stena Line are concerned that the Wind Farms have confined their analysis of historical data to the UK region. Given the global development of offshore wind farms, much of which pre-dates developments in and around the UK (particularly in the rest of Europe), Stena Line considers it would have been more appropriate to consider global (or, at least Europe wide) statistics.	Where available the updated NRA (Volume 4, Annex 7.1) has sought to use the latest and most extensive data possible.	Yes
Morg_0076_049_020623	S47	Email	Assessment of incident risks Crucially, the NRA (see NRA, section 9.8.1.1), concludes that the possibility of a collision between ferry/passenger vessels and another such vessel or a cargo/tanker vessel is a high	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			risk and unacceptable hazard. Such risks directly impact Stena Line as a passenger ferry operator and cannot be accepted.	Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_050_020623	S47	Email	The magnitude/likelihood of impact used in the Morgan PEIR applies a very broad range between what is rated 'Medium' (reasonably probable that hazard may occur / 50%) and what is rated 'Low' (unlikely to impact Projects, but has occurred elsewhere / 10%). No other 'middle ground' ratings are contemplated between 'Medium' and 'Low' in the PEIR. Stena Line submits that using such a broad range for impact assessment criteria encourages selecting 'Low', given the absence of any other criteria to rate the risk between 10% and 50% and the high threshold of selecting 'Medium' at 50% hazard risk, such that the results are skewed in favour of a low impact result (see Morgan PEIR Chapter 12, Table 12.11). The matrix used for the assessment of the significance of the effect also offers a generous risk tolerance compared to maritime industry standards and Stena Line therefore queries its appropriateness and whether it has been properly stress tested.	The PEIR methodology sought to encapsulate a wide extent of potential likelihoods and outcomes. Noting these comments, it is emphasised that significant effects were still identified within the PEIR.	Yes
Morg_0076_051_020623	S47	Email	Further, sections 12.5.2.4 and 12.5.2.6 of the Morgan PEIR stipulate that, 'final assessment' has been carried out by 'expert judgment'. It is not clear to Stena Line exactly what experts have been consulted and where the 'expert judgment' has been sought. Stena Line therefore requests full transparency and disclosure in this regard.	The Applicant has worked with NASH Maritime shipping and maritime consultants to undertake the shipping and navigation assessment, the assessment has been informed by stakeholder and master mariner input through navigation simulations and hazard workshops and broader stakeholder engagement throughout the preparation of the assessment via the Marine Navigation and Engagement Forum.	No
Morg_0076_052_020623	S47	Email	With regard to the review of historical incidents within the shipping and navigation study areas, Stena Line queries the relevance of analysing historical incidents in an area that will be subject to a significant and unprecedented construction project. While Stena Line acknowledges that the review of MAIB and RNLI databases appears thorough, the future risks of condensing vessel traffic to narrower navigation corridors will be a wholly separate consideration compared to any historical data obtained of previous incidents in an area with significantly less navigational constraints or concentrated traffic density.	Whilst it is recognised that the construction of an OWF would change the risk profile, an understanding of the underlying incident types and likelihoods provides an appreciation of what the starting point (baseline) of that increase is.	No
Morg_0076_053_020623	S47	Email	Further, Stena Line highlights that two recent allisions have not been considered in the PEIR, namely the "ROCK PIPER" (September 2022 allision between vessel and gravity foundation of future wind farm Fécamp) and "PETRA L" (April 2023 deviation of vessel into Wind Farm array area). Further, the PEIRs have not listed and seemingly not assessed reported 'near miss' incidents. In Stena Line's own research, at least 10 'near miss' incidents were identified involving vessels in or near Wind Farms. While the investigation of 'near miss' incidents may not be as detailed, they are imperative for assessing the risk profile of the Wind Farms in terms of navigation safety.	These incidents had not occurred at the time of the drafting of the PEIR and have been included within the updated NRA (Volume 4, Annex 7.1) and Shipping and Navigation Chapter (Volume 2, Chapter 7) of the Environmental Statement.	Yes
Morg_0076_054_020623	S47	Email	Overall, the conclusions of the PEIR on review of the historical incidents of vessels involving UK operational offshore wind farms is simplistic. Section 12.4.4.36 of the Morgan PEIR concludes: "The accident return rates are generally low, between 10 and 45 operational years between incidents, the majority accounted for by project vessels and have a low consequence, without loss of life or serious pollution. Therefore, over a typical 25-35 year operational duration it	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			would be expected that a typical project would experience three allisions, two groundings and one collision or near miss. It is notable that there are no recorded accidents involving large commercial shipping vessels and offshore wind farms in the UK. Nor did any of the recorded navigational incidents across the UK sector result in loss of life."	array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_055_020623	S47	Email	While Stena Line understands that review of historical incident data may be informative to a certain extent, it must be stressed that each Project and the associated risks will be particular and unique. Further, even one allision or collision in the navigation channels would seriously impact navigation of commercial vessels and ferry traffic, and in turn affecting Stena Line's operations. Further, the PEIR does not properly assess these risks, instead making statements such as: "Several routes, including the commercial routes through the Liverpool TSS and ferry routes from Heysham and Liverpool could pass within 1.5nm of the Mona Array Area and therefore this could impact the risk of collision. However, existing routes pass as close to other existing offshore wind farms such as West of Duddon Sands and Gwynty- Mor (sic.). Therefore, regular runners should be familiar with these effects." (See NRA, section 8.12.2.3)	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_056_020623	S47	Email	Statements made in the PEIR like these are unhelpful and unwelcome and do not recognise the complexity of routeing, passage planning and operating a vessel, especially in dense traffic caused by offshore obstructions.	The Applicant notes your response.	No
Morg_0076_057_020623	S47	Email	Stena Line are also concerned that the whilst the navigation simulations are undoubtedly useful, they are not a sufficiently realistic assessment of real-life conditions of navigation.	The purposes of the navigation simulations were not to conclusively demonstrate the likelihood that accidents were to occur, but rather identify whether there was suitable actions available to masters in certain vessel traffic or weather conditions to avoid an incident. It was recognised within the NRA that local incident statistics do not provide a full account of the types of accidents which could occur, hence why wider industry statistics have been referenced.	No
Morg_0076_058_020623	S47	Email	Stena Line's concern with the above conclusion is that certain incidents and/or navigational risks are accepted as inevitable and not properly analysed or mitigated for. While absolute certainty and safety are of course difficult, if not impossible, to achieve, it appears simplistic to accept and rely on historical incident data to the extent done by the Project Consortia. Stena Line encourages further navigational risk assessments and stakeholder engagement to ensure navigating the Wind Farms is as safe as possible.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_059_020623	S47	Email	Adverse weather routeing The nature of Stena Line's operations and the design of their vessels make it more susceptible to disruption due to adverse weather. Stena Line's operations rely on both freight and passenger traffic, where safety (primarily) and comfort and enjoyment (secondarily) play an important role in the customer experience. It should be noted that the two EFlexer Class vessels are certified to carry up to 1,000 persons on board. It is therefore vital to the continued operation of Stena Line's routes that appropriate weather routeing is available that minimally impacts passenger experience and sailing time.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_060_020623	S47	Email	The Project's footprint and the cumulative impact of the presence of such a volume of offshore windfarms effectively reduces the options available to our vessels' Masters to alter course to alleviate vessel motion. The consequence of our Masters no longer having a full range of routing and alteration options, may at the very least result in cancelled sailings. At worst, Masters may find themselves whilst on passage in a situation where excessive vessel motion cannot be mitigated by altering course and this in turn may potentially result in cargo shift or injuries to passengers and/or crew on board. It should be highlighted that the RoRo MV Riverdance suffered such a fate in January 2008 where her cargo shifted in adverse weather and the vessel grounded near Blackpool and was a declared a constructive total loss.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_061_020623	S47	Email	As a general comment, whilst the Admiralty Sailing Direction stated guidance on wind, wave and tidal conditions (section 12.4.4.11 of Mona PEIR, Chapter 12) are acknowledged, it has been identified during stakeholder engagement relating to the Wind Farms that higher seas and stronger winds are experienced to the Southeast of the Isle of Man during the prevailing South Westerly winds.	Additional met ocean modelling was conducted by HRWallingford to support the navigation simulations for the ES.	Yes
Morg_0076_062_020623	S47	Email	Section 12.8.4.4. of the Morgan PEIR acknowledges the impact the Morgan Array Area would have on vessel traffic: "During adverse weather, some sailings are delayed or inevitably cancelled irrespective of the presence of the Morgan Array Area. However, with the presence of the Morgan Array Area, sailings may be required to route a greater distance and duration. Over the course of a day, the aggregation of these delays would result in the potential for additional sailings to be cancelled where constraints such as hours of rest are exceeded. Such effects are already experienced by operators, but the presence of the Morgan Generation Assets may	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			exacerbate this." Whilst cancellations are indeed a concern, Stena Line are also (more commonly) affected by departures being delayed for a more favourable weather window. In terms of navigational considerations, a delayed departure and associated weather routeing is also particularly challenging, as is the corresponding impact on hours of rest.	number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_063_020623	S47	Email	The presence of the Wind Farms also risks cutting down adverse weather route options for Stena Line's mariners as they seek to safely transit. This includes the route to the east of the Isle of Man for the Belfast to Liverpool route. Section 12.10.4.14 of Morgan PEIR Chapter 12 acknowledges that "the use of narrow corridors and frequent course changes may make [the east of Isle of Man route] unattractive." Stena Line submits that it is not merely 'unattractive' but due to the increased hazard of the proximity to wind turbines and the risks involved in sailing close to them in a restricted space that means the route (which is currently a weather safe route) will likely be removed as an option for Stena Line's vessels. This is unnecessarily restrictive to Stena Line's masters, who should be able to make a decision on whether to pass east or west of the Isle of Man based on the precise tidal conditions and corresponding seakeeping ability, the point being that either option should be available to them.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_064_020623	S47	Email	The PEIR estimates that the Liverpool to Belfast route would see a "further increase in transit times by 44 minutes", above and beyond the estimated up to 29 minutes additional travelling time at present (see Morgan PEIR, Chapter 12, section 12.8.4.13). For the Heysham to Belfast route, the PEIR estimates "a further increase in transit time of 52 minutes, a total delay of at least 119 minutes relative to the normal route" (see Morgan PEIR, Chapter 12, section 12.8.4.14).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_065_020623	S47	Email	Further, the PEIR estimates that the estimated cancellations for Stena Line's Liverpool to Belfast route may increase from 14 to 21 cancellations and for Stena Line's Heysham to Belfast route from 10 to 15 cancellations (see Morgan PEIR, Chapter 12, section 12.10.4.7).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_066_020623	S47	Email	The PEIR assesses the impact on adverse weather routeing to be 'Medium'. Considering Stena Line's current operations, a delay of this nature risks significantly impacting customer satisfaction. As previously stated, Stena Line as a ferry operator is also more susceptible to these type of disruptions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_067_020623	S47	Email	Mitigation measures Table 12.16 of the Morgan PEIR sets out a number of measures adopted that form part of the Project design. However, it is not clear to Stena Line exactly how many of these measures will be adopted or enforced, beyond a commitment by the Project Consortia to implement the measures. Further, Stena Line requests further explanations on what mitigation or contingency plans are in place in the event some measures are not adopted or properly enforced during the Project lifetime.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_068_020623	S47	Email	Several proposed measures lack necessary detail. By way of example, it is unclear what 'poor conditions' for use of fog horns entail and how this requirement will be operated in practice. Similarly, the use of guard vessels "as required" does not make clear when or how such a measure will be taken.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_069_020623	S47	Email	Other proposed measures are unrealistic and, if adopted, risk falling foul of international regulations. Section 8.7.5.4 of the NRA discusses how the geometries of offshore wind farms could reduce the visible appreciation of other vessels and claims "however, larger vessels would be identifiable from AIS and therefore passing arrangements could be agreed." The suggestion that AIS should be relied on for collision avoidance is deeply concerning. This is	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			especially so in light of Marine Guidance Note 324, which stresses that AIS information should be "treated with extreme caution and only used for enhancing situation awareness and not for collision avoidance decision making." (See MGN 324, section 4.10) Stena Line submits that such proposed overreliance on AIS as a collision avoidance tool could be in breach of COLREG 7(c).		
Morg_0076_070_020623	S47	Email	There is also a lack of detail on how measures will be enforced, for example in relation to Marine Operating Guidelines, vessel standards, PPE, training and vessel monitoring. Further, a statement that vessels should comply with international, UK and Flag State regulations cannot be classified as a mitigation measure. In any event, the proposed mitigation measures must be backed up by tangible and effective action points.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_071_020623	S47	Email	Overall, while Stena Line recognises and supports the measures listed, its concern is how the measures will be achieved and regulated in practice so as to have any effect beyond being a statement of intent.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_072_020623	S47	Email	Cumulative effects Generally, Stena Line is concerned with the PEIR's lack of consideration for how cumulative effects of several factors have not been considered when assessing navigational safety. For example, Table 8.5 of the NRA claims to show 'realistic traffic scenarios' in different areas with various vessels. Crucially however, the table has not assessed the interactions between the different types of vessels (ferries, commercial, tug, fishing and recreational). Instead, they are assessed individually as to how each type may converge with vessels of the same type rather than how vessels of different types may converge. This therefore appears to present a highly theoretical scenario and the cumulative effects of different vessel types interacting has not been fully assessed. The CRNRA confirms this by acknowledging that neither fishing and recreational vessels nor non-direct transits such as loitering or pilot boarding have been included in the analysis of concurrent frequency of two vessels meeting in the relevant areas (see NRA, section 8.7.2.2). This clearly shows that cumulative effects of different vessels have not been properly analysed.	The NRA presents the best available data and analysis collected through stakeholder engagement, consultation and data collection. The effects of interactions between small craft and large ships have been included within the NRA and qualitatively assessed by operators as part of the hazard workshop and navigation simulations. The developers of the Morgan, Morgan and Morecambe Offshore Wind Projects have recognised the potential cumulative impacts on shipping and navigation to both commercial and safety receptors. As such, a Cumulative Regional NRA (CRNRA) was undertaken collaboratively by the three projects and was presented within the PEIR. Following the PEIR and S42 responses, all three projects have committed to modifications to their respective array area boundaries to increase searoom and minimise the potential cumulative impacts to shipping and navigation receptors. The effects associated with these boundary changes are presented in the updated NRA and appended CRNRA (Volume 4, Annex 7.1), and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_073_020623	S47	Email	Another concern is how the combined footprint of the Wind Farms will make traversing the corridors between them more difficult for Stena Line and other vessel operators. The NRA recognises that "vessels proceeding north to the east and west of the Morgan Array Area would not have visual sight of one another until they meet at the north of the Morgan Array Area" (see NRA, section 8.7.5.4). This is a very real issue for any vessels transiting the area as there is a danger that vessels interpret the COLREGs differently based on their own visual sightings. While the PEIR makes reference to COLREGs, it is not acknowledged that COLREGs section II (Rules 11 to 18) only apply to vessels that are in sight of one another. The need for proper mitigation measures is therefore crucial to avoid collision risk.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0076_074_020623	S47	Email	The NRA at section 10.2.2.3 further notes in relation to the Mona to Morgan corridor that the width is insufficient for collision avoidance: "In particular, were two vessels to meet in the corridor a preferred 1nm CPA could not be maintained from the other vessel and the wind turbines." The combined footprint of the Wind Farms and how this would force vessel traffic into narrow navigation corridors is of serious concern to Stena Line, whose vessels transit the relevant areas regularly. Insufficient collision avoidance is unacceptable as Stena Line needs to care for the safety of its crew and passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_075_020623	S47	Email	The cumulative effects of the Wind Farms would also exacerbate the impact of adverse weather routeing as vessels transit the designated corridors. The Navigation Simulation exercises revealed that adverse weather conditions would be uncomfortable and hazardous to passengers, likely leading ferries to take a more circuitous route around the Wind Farms rather than through the corridors. The NRA notes however that if weather conditions would worsen while a vessel was in the corridor, "there is less opportunity for the master to mitigate those conditions. Therefore, as excessive roll starts to be experienced, the master may for instance turn into wind, but in doing so will increase the risk of allision with the offshore wind farm" (see NRA, section 8.9.2.3). Such risks are highly concerning and not acceptable to Stena Line.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_076_020623	S47	Email	Impact on the environment Stena Line's vessels will be required to deviate around the Wind Farms, which will increase the transit distance (as discussed above) and in turn will increase fuel consumption. Increased fuel consumption increases the vessels' greenhouse gas emissions and as such will have a detrimental environmental impact. Further, this may impact Stena Line's ability to comply with international and regional environmental emissions regulations as well as its ability to achieve Stena Line's own climate goals. The environmental impact for ferry operators is recognised in the PEIR (see NRA, section 8.4.1.1).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_077_020623	S47	Email	The IMO’s Carbon Intensity Indicator (CII) regulation, which came into force in January 2023, are a set of mandatory measures implemented by the International Maritime Organization (IMO) to reduce greenhouse gas emissions from commercial ships as part of efforts to combat pollution and climate change. The CII Index of a vessel is used to determine how efficiently ships operate. Every vessel is required to have its CII rating calculated and independently verified. Vessels are given a CII rating of A, B, C, D, or E, with A being the best possible rating. A ship that is rated D for three consecutive years, or E in one year (e.g. those with the highest carbon intensity) will be required to submit a “corrective action plan” that	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			outlines how the vessel will be brought to a minimum C rating. The most effective mitigations to improve the CII rating of a vessel is to reduce its speed on passage and improve its voyage planning. Clearly large new obstructions on passage such as windfarms will adversely affect a scheduled service where increased speed will be required to ensure timetabled services are met. If a ship or ship owner is noncompliant with the CII regulation, they may face financial penalties and increased costs for refinancing non-compliant ships, as well as a poor CII rating which could affect their business in the long term.	number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_078_020623	S47	Email	In line with the regulations, Stena Line have calculated the operational CII for all its vessels that fall within the scope of the regulation. Based on data and calculations available at the time of this response, both Stena Edda and Stena Embla are estimated to fall into CII Band B. Stena Foreteller meanwhile is estimated to fall within Band E. Based on data and calculations available at the time of this response the Stena Hibernia is estimated to fall within CII Band B and Stena Scotia in Band D. Any increase in speed and/or fuel consumption required to navigate around the Windfarms is therefore a risk to Stena Line's vessels' ability to comply with the regulation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_079_020623	S47	Email	Stena Line's ability to continue operating its routes It is clear from the above analysis that a combination of factors, including (1) the deviation required by Stena Line's vessels during construction and operation of the Wind Farms, (2) adverse weather routeing, and (3) navigational risks will have a financial and operational impact on Stena Line. The consequences will include delays to voyages due to the longer routes required and increased fuel consumption. This is likely to have a knock-on effect on customer satisfaction and may ultimately make continued operation of Stena Line's routes unviable.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_080_020623	S47	Email	Separately, the construction and footprint of the Wind Farms may potentially restrict or reduce the opportunities for Stena Line to develop new routes in the future where the Wind Farms increase travel distance and risk making any proposed routes less competitive to other methods of transport.	The Applicant notes your response.	No
Morg_0076_081_020623	S47	Email	ONSHORE IMPACT General	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Stena Line has evaluated the cumulative onshore impact of the Wind Farms in relation to its operations and responds in this section to the three PEIRs published.		
Morg_0076_082_020623	S47	Email	Whilst Stena Line acknowledges that the Mona Wind Farm will not be using the same Transmission Assets as the Morecambe and Morgan Wind Farms, given the relative close proximity of the landfalls, there is still likely to be a cumulative onshore impact on North Wales and Northwest England from the Wind Farms. It is therefore unclear why Mona Wind Farm has produced an assessment which does not consider the cumulative impact of the Wind Farms, or flagged that it is unable to do so due to the lack of information available on the Morecambe and Morgan Transmission Assets.	The cumulative assessments undertaken for the Morgan Generation Assets consider the Morecambe and Morgan transmission assets where there is overlap in the study areas of receptors.	No
Morg_0076_083_020623	S47	Email	Seascape, Landscape and Visual Resources Section 26.13.5.13 of the Mona PEIR Chapter 26 acknowledges that there is "a sense of 'filling' of the area between the North Wales and Northwest England clusters" and that, throughout the operations and maintenance phase of the Mona Wind Farm will be of moderate or major adverse significance on the aesthetic and overall character of the landscape and seascape on the Mona Array Area (and adjacent areas) (see sections 26.13.5.15 and 26.13.6.15). Figure 15.21 of the Morgan PEIR Chapter 15 also highlights the volume of wind farms (beyond Mona, Morecambe and Morgan)	The Applicant notes your response.	No
Morg_0076_084_020633	S47	Email	Stena Line's view is that these comments extend beyond matters of aesthetics and character. Rather it is indicative that there is overcrowding of wind farms (including but not limited to Morgan, Mona and Morecambe) in navigable waters which (as discussed above) will impact Stena Line and other stakeholders in an adverse way (i.e., increased collision and allision risks).	The Applicant notes your response.	No
Morg_0076_085_020623	S47	Email	Radar Stena Line has some concerns arising out of the PEIR Submissions made in respect to the effect of high densities of high Wind Turbine Generators ("WTGs") on Marine Radar. PIANC WG 161 ('Interaction between offshore wind farms and maritime navigation') written by the Maritime Navigation Commission of the World Association for Waterborne Transport Infrastructure identifies potential radar interference from navigating in proximity to high density windfarms. Stena Line has additionally accessed pictures showing the effect on the radar of the P&O ferry MV Norbay caused by multipath echoes caused by the North Hoyle windfarm off the North Wales coast.	It is noted within both the NRA and MGN654 that the effects on ship radars are most prevalent for vessels in close proximity to wind turbines and there is limited effect for those transiting at the distances at which ferries plan their passages. Furthermore, the wind turbines for the Morgan Generation Assets are further spaced apart than comparable existing projects in the Irish Sea and therefore it is anticipated that the effects will be significantly less. This is considered within the shipping and navigation chapter (Volume 2, Chapter 7) of the Environmental Statement.	Yes
Morg_0076_086_020623	S47	Email	Morecambe PEIR Chapter 16 at section 16.202 states: "Aviation lighting fitted to offshore WTGs could cause confusion to the maritime community as the specification for the lighting to be displayed below the horizontal plane of the light filament itself could cause mariners some confusion. This confusion could result in WTGs with conflicting warning lighting representing a collision risk to maritime surface vessels." (emphasis added)	Marking and lighting plan will be agreed with all relevant stakeholders.	Yes
Morg_0076_087_020623	S47	Email	Firstly, it is noted that this observation was not made in the corresponding Mona or Morgan Offshore Generation Assets PEIR Submissions, which creates concern as to whether the Mona and Morgan Offshore Wind Farms have taken this problem into consideration (and are therefore taking steps to mitigate the risks involved).	Marking and lighting plan will be agreed with all relevant stakeholders.	Yes
Morg_0076_088_020623	S47	Email	Secondly, Stena Line notes that any confusion as to the identity/purpose of a warning light poses a serious navigational risk to all marine traffic, including Stena Line's vessels. It is paramount that a full consultation in respect of the use of lights on the WTGs is sought however, it is not clear as to who (if anyone) has been consulted on this point. More details are needed for Stena Line and the wider maritime community to provide input as to the safety of the new proposed aviation lighting. While it is acknowledged that the second round of Navigation Simulation exercises in May 2023 attempted to simulate the night-time visual effect of such an array of red warning lights, Stena Line notes that it would be unrealistic to	Marking and lighting plan will be agreed with all relevant stakeholders. On the basis of stakeholder feedback, night simulations were included within the 2023 navigation simulation sessions conducted with ferry companies and reported within the updated NRA (Volume 4, Annex 7.1) and shipping and navigation chapter (Volume 2, Chapter 7) of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			expect any simulator to be able to provide a true visualisation of what this may look like in a real-world scenario.		
Morg_0076_089_020623	S47	Email	Thirdly, Stena Line expresses its concern that navigation lights on the wind turbines may risk interfering with vessels' ability to identify other navigation lights and impact their ability to manoeuvre safely. The difficulty posed by background lights when navigating vessels at night is recognised by COLREGs Rule 6(iv).	Marking and lighting plan will be agreed with all relevant stakeholders. On the basis of stakeholder feedback, night simulations were included within the 2023 navigation simulation sessions conducted with ferry companies and reported within the updated NRA (Volume 4, Annex 7.1) and shipping and navigation chapter (Volume 2, Chapter 7) of the Environmental Statement.	Yes
Morg_0076_090_020623	S47	Email	Climate Change Stena Line acknowledges that the Wind Farms will likely have an overall beneficial effect in respect of climate change.	The Applicant notes your response.	No
Morg_0076_091_020623	S47	Email	However, the figures estimated do not provide an accurate and complete assessment of the cumulative or individual impact of the Mona, Morecambe and Morgan Offshore Wind Farms on direct/indirect greenhouse gas emissions ("GHG Emissions"):	GHG emissions are not bound by geographical boundaries. Consequently, cumulative effects due to other specific local development projects are not individually considered but are taken into account when considering the impact of the Morgan Generation Assets by defining the atmospheric mass of GHGs as a high sensitivity receptor. This is in accordance with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance (IEMA, 2022). Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment. This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	No
Morg_0076_092_020623	S47	Email	(i) The GHG Emissions for the Transmission Assets for Morecambe and Morgan Wind Farms have not been considered in the assessments. There are GHG Emissions associated with the Transmission Assets for Morecambe and Morgan Wind Farms which should be considered in determining the overall GHG Emissions footprint and carbon payback periods (see Morecambe PEIR Chapter 21, section 21.44).	GHG emissions are not bound by geographical boundaries. Consequently, cumulative effects due to other specific local development projects are not individually considered but are taken into account when considering the impact of the Morgan Generation Assets by defining the atmospheric mass of GHGs as a high sensitivity receptor. This is in accordance with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance (IEMA, 2022). Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment. This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	No
Morg_0076_093_020623	S47	Email	(ii) Indirect GHG Emissions have not been fully considered. Importantly, the increase in GHG Emissions resulting from the additional time spent by vessels (including Stena Line's vessels) in transiting the Wind Farm areas has not been considered. It appears that only GHG Emissions associated with the Wind Farms have been considered (i.e., GHG Emissions from vessels transporting materials to the Wind Farms) (see Morecambe PEIR Chapter 21, Table 21.9).	GHG emissions are not bound by geographical boundaries. Consequently, cumulative effects due to other specific local development projects are not individually considered but are taken into account when considering the impact of the Morgan Generation Assets by defining the atmospheric mass of GHGs as a high sensitivity receptor. This is in accordance with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance (IEMA, 2022). Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				operations and maintenance assessment. This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	
Morg_0076_094_020623	S47	Email	(iii) There have been no cumulative assessments on the impact of the Mona, Morecambe and Morgan Offshore Wind Farms on direct/indirect GHG Emissions or the climate generally. This is particularly relevant where different phases of the Projects are predicted to produce different levels of GHG Emissions (i.e., as the construction phase of the Wind Farms are anticipated to produce the most direct GHG Emissions (see, for example, Morecambe PEIR Chapter 21, section 21.57)), this means that there may be a cumulative adverse impact for a significant period across the Projects before any cumulative net benefit is seen. It is impossible to make an assessment on this point given that insufficient information is available on the Morgan and Morecambe Transmission Assets (see Morgan PEIR Chapter 17, section 17.13.1.2).	GHG emissions are not bound by geographical boundaries. Consequently, cumulative effects due to other specific local development projects are not individually considered but are taken into account when considering the impact of the Morgan Generation Assets by defining the atmospheric mass of GHGs as a high sensitivity receptor. This is in accordance with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance (IEMA, 2022). Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment. This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	No
Morg_0076_095_020623	S47	Email	Stena Line is committed to reducing its emissions both onshore and at sea and invests in clean energy technology. The increased time it will take for Stena Line to perform its routes (in normal and adverse weather conditions) as a result of the footprint of the Wind Farms will lead to increased GHG Emissions and will be counter-productive to Stena Line's current policies, and the purpose and intent of the Wind Farms.	Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment (section 2.10.6 of Volume 2, Chapter 12: Climate change of the Environmental Statement). This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	No
Morg_0076_096_020623	S47	Email	This increase in GHG Emissions is not anticipated to be insubstantial. Indeed, in considering increased shipping movements in respect of vessel movements related solely to the operation and maintenance of an example windfarm, the Morecombe PEIR suggests that these movements alone contribute 14.3% to total GHG emissions of the example windfarm (Morecambe PEIR Chapter 21, section 21.16).	Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment (section 2.10.6 of Volume 2, Chapter 12: Climate change of the Environmental Statement). This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	No
Morg_0076_097_020623	S47	Email	Inaccurate GHG Emissions statistics make it impossible to assess the efficacy of the Wind Farms and their net climate benefit.	Since PEIR, the GHG emission calculations have been updated. These revised calculations are provided within Volume 2, Chapter 12: Climate Change and its technical Annex (Volume 4, Annex 12 Technical greenhouse gas assessment of the Environmental Statement).	No
Morg_0076_098_020623	S47	Email	Socio-economics Stena Line reserves the right to comment further in respect to the Morgan and Morecambe Transmission Assets before it is able to comment substantively on any socio-economic impacts that may impact Stena Line's operations.	The Applicant notes your response.	No
Morg_0076_099_020623	S47	Email	Human Health Assessment Stena Line notes that there is insufficient information in respect of the cumulative impact of the Mona, Morecambe and Morgan Offshore Wind Farms on Human Health deriving from navigational risks or otherwise, to be able to make a cumulative effects assessment ("CEA") (see Mona PEIR Chapter 30 at section 30.11.1.10, Morecambe PEIR Chapter 19 at section 19.190). Although, it is queried why Morgan Offshore Wind Project Generation Assets has not included a similar reservation (see Morgan PEIR Chapter 19 at section 19.10).	A full CEA is presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0076_100_020623	S47	Email	It is understood that the CEA for the Wind Farms will be contained within the Environmental Statement health chapter submitted in support of the application for Development Consent (see Mona PEIR Chapter 30, section30.11.1.10, Morecombe PEIR Chapter 19 section 19.193).	A full CEA is presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement.	No
Morg_0076_101_020623	S47	Email	It is therefore not possible to fully comment or appreciate the collective impact of the Wind Farms at this stage, save that it is noted that the potential cumulative impact: (i) on commercial operators (including strategic routes and lifeline ferries) is considered to be "moderate adverse"; (ii) on adverse weather routeing is considered to be "major adverse"; (iii) to vessel collision risk is considered to be "major adverse"; and (iv) on allision risks to vessels is considered to be "moderate adverse" (see Morgan PEIR Chapter 19 ,section 19.10.2.1, Mona PEIR Chapter 30 section 10.11.2.1).	A full CEA is presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement, the findings of which have been consulted on will statutory consultees and relevant stakeholders, including Stena Line.	No
Morg_0076_102_020623	S47	Email	The Mona PEIR Submissions also suggest that there may be adverse cumulative impact to essential recognised sea lanes and access to ports and harbours (see Mona PEIR Chapter 30 section 10.11.2.1), which is not reflected in the corresponding PEIR Submissions made in respect of the Mona and Morecambe Wind Farms.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in cumulative impacts to sea lanes and access to ports and harbours. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The Applicant refrains from commenting on the content of the Morgan Generation Assets or Morecambe Generation Assets PEIRs.	Yes
Morg_0076_103_020623	S47	Email	The impact of the above is stated to have the potential to be "influential in widening health inequalities" as a result of "ongoing and more frequent disruption in access to goods and services and increased shipping risk" (Mona PEIR Chapter 30, section 30.11.2.8). It is thought to be of moderate adverse significance if unmitigated (se Mona PEIR Chapter 30, section 30.11.2.6).	As per the assessment presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement, the reduction in the Morgan Array Area has reduced the cumulative effect from that reported in the PEIR.	No
Morg_0076_104_020623	S47	Email	There is the potential for adverse effects associated with shipping's access to human health, when Mona, Morecambe and Morgan are considered together. The Morecombe PEIR Chapter 19, section19.193 states: "Discussions between the projects developers is ongoing to develop measures to avoid navigational impacts that could constitute a likely significant effect for public health" (emphasis added).	As per the assessment presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement, the reduction in the Morgan Array Area has reduced the cumulative effect from that reported in the PEIR.	No
Morg_0076_105_020623	S47	Email	As stated above, Stena Line's concerns are that the shipping risks are not going to be properly mitigated effectively. To emphasise, Stena Line provides a lifeline ferry service to several communities. In particular, Stena Line's concerns in respect of overcrowded shipping lanes and the associated increased collision and allision risks, which will in turn affect human health, are restated.	As per the assessment presented in Volume 2, Chapter 14: Human health assessment of the Environmental Statement, the reduction in the Morgan Array Area has reduced the cumulative effect from that reported in the PEIR.	No
Morg_0076_106_020623	S47	Email	Stena Line requires further details to be provided as to the mitigation steps being taken to reduce the impact of human health, particularly where there is an increased risk of fatalities and injuries during navigation, to make an informed opinion and position.	Noted. Changes to the Morgan Array Area will adequately maintain commercial ferry routes during normal and adverse weather conditions and avoid any adverse significant effects. See Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The NRA for the ES has concluded that following the changes to the Morgan Potential Array Area made post-PEIR, all hazards associated with the Morgan Generation Assets have been reduced to either Medium Risk – Tolerable if ALARP or Broadly Acceptable.	
Morg_0076_107_020623	S47	Email	MITIGATION Stena Line welcomes mitigation efforts to ensure the impact on its routes and operations are minimised. These include amendments to the Morgan Array Area to increase the navigable width of the corridor between the Morgan Array Area and Walney offshore Wind Farm to between 4.3nm and 5.2nm (see Morgan PEIR Chapter 12, section 12.14.1.2). While the Project developers have undertaken to carry out further navigation risk assessments applying these reduced boundaries of the Morgan Array Area, Stena Line cannot at this time comment on this measure as it has not been considered in the PEIR and NRA. Given the findings of the NRA as to the unacceptable risk levels caused by the Wind Farms, Stena Line contends that reducing the array boundaries may be the only effective mitigation measure available. Stena Line will continue to fully engage with the consultation process but reserves its right to comment as to whether the proposed revised boundaries are sufficient to reduce the navigation risks to an acceptable level.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The Applicant remains engaged with Stena Line.	Yes
Morg_0076_108_020623	S47	Email	As noted in section 8.2 above however, the control risks and proposed mitigation measures to address the unacceptably high risks to navigation safety are not properly detailed and do not contain a proper plan for implementation. Stena Line urges the Project Consortia to consult all stakeholders and also consider the impact of the proposed Ørsted Wind Farm when developing mitigation measures.	Consultation has continued with shipping and navigation interests through the Marine Navigation Engagement Forum. This is discussed in Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement, Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement and Volume 4, Annex 7.2: Cumulative Regional Navigational Risk Assessment of the Environmental Statement. The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative regional navigational risk assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement. Mitigation measures, and how they are secured, are detailed within the Mitigation and monitoring schedule. Additional consultation has been held with Stena to discuss the findings of the CRNRA and any residual issues.	No
Morg_0076_109_020623	S47	Email	OTHER INTERESTED PARTIES Alongside Stena Line, regional ferry operators that have been involved throughout the consultation period are Isle of Man Steam Packet, Seatruck Ferries and P&O. However, as recognised in the PEIR, Stena Line is the ferry operator most impacted by the footprint of the Wind Farms and will likely see its routes affected the most. Based on the forums attended by Stena Line's representatives, it is understood that these ferry operators share many of the same concerns as Stena Line. These include the navigational risk posed by the Wind Farms (in particular when considered cumulatively), the safety of passengers and crew, the impact on ferry routes (including delays and increased costs) and a consequent adverse impact on customer satisfaction (for example due to longer transit routes and more frequent cancellations). Stena Line also calls on the Project Consortia to prioritise the concerns raised by the UK Maritime and Coastguard Agency (MCA) and the UK Chamber of Shipping.	The NRA and Shipping and Navigation assessment have been developed through continued engagement with key stakeholder including all commercial ferry operators in the Irish Sea. There has been ongoing stakeholder and master mariner input through navigation simulations and hazard workshops and broader stakeholder engagement throughout the preparation of the assessment via the Marine Navigation and Engagement Forum.	Yes
Morg_0076_110_020623	S47	Email	Commercial fisheries operators also share many of the same concerns as Stena Line. These include the concern for spatial squeeze on fishing vessels due to changes in ferry routeing as	This has been acknowledged within the commercial fisheries chapter of the Environmental Statement and has been considered under section	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			a result of the footprint of the Wind Farms (see Mona PEIR, Chapter 11, section 11.1, Morgan PEIR Chapter 11, pages 39-40).	6.12, inter-related effects. See Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement.	
Morg_0076_111_020623	S47	Email	It is particularly noteworthy that many types of vessel traffic are expected to increase in the short to medium term in the region. Given the expected operational life of the Wind Farms is around 35 years, the risk assessments need to account for not just the current interested parties but whether these will increase over the years.	The NRA presents the projections for vessel traffic throughout the lifecycle of the Morgan Generation Assets.	No
Morg_0076_112_020623	S47	Email	The Morecambe PEIR acknowledges that national port traffic is forecast to grow in the long term with unitised freight (including Ro-Ro vessels) "forecast to grow strongly, driven by economic growth" (see Morecambe PEIR Chapter 14, section 14.95). Further, the Port of Liverpool has invested in shoreside infrastructure to better handle larger vessels capable of carrying more cargo, demonstrating their particular growth intention.	The NRA presents the projections for vessel traffic throughout the lifecycle of the Morgan Generation Assets.	No
Morg_0076_113_020623	S47	Email	CONCLUSION Stena Line reiterates that it is not opposed in principle to the development and construction of the Wind Farms and recognises the consultations that have so far taken place. However, the PEIRs have not settled all concerns that Stena Line and other stakeholders have raised.	The Applicant notes your response.	No
Morg_0076_114_020623	S47	Email	In particular, the Navigation Risk Assessment concludes that the construction as currently planned renders unacceptably high risk scores. This is especially alarming for Stena Line, as a high and unacceptable risk of collision between passenger / ferry vessels and other commercial vessels was found.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. Volume 4, Annex 7.1: Navigational risk assessment of the Environmental Statement assessed seven collision hazards which occurred during the construction phase of the Morgan Generation Assets. Of these hazards, three were scored as Medium Risk – Tolerable if ALARP, namely, the risk of collision between a ferry/passenger vessel or cargo/tanker and a small craft (such as fishing, recreational or project vessel), the risk of collision between a ferry/passenger and a cargo/tanker or other ferry/passenger and the risk of collision between two small craft. The remaining four hazards were scored as Low Risk – Broadly Acceptable. The highest collision hazards related to collisions involving large commercial vessels, particularly ferries, with each other or with small craft where there was the greatest potential for fatalities. The NRA concluded that given the presence of suitable risk controls and the disproportionality of any additional risk controls, where hazards were scored as Medium Risk, they could be defined as ALARP.	Yes
Morg_0076_115_020623	S47	Email	The mitigation measures identified have not been implemented and Stena Line notes that many lack detail or practical enforcement	The requirements and details for risk control measures have been discussed with stakeholders through the development of the NRA.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Mitigation and monitoring commitments are set out within the shipping and navigation chapter and the mitigation and monitoring schedule submitted as part of the Application.	
Morg_0076_116_020623	S47	Email	Stena Line provides a lifeline service to local communities and is fully committed to continuing to operate its routes. However, there is a real concern that the impact of the Wind Farms, as currently set out in the PEIR, on Stena Line's operations by bringing significant additional operational challenges and operating costs to the services it provides which in turn may affect its freight and passenger customers and the communities they serve and reside in.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0076_117_020623	S47	Email	Analysis of the deviations required by the cumulative effect of the proposed development of the Morgan, Mona, Morecambe and Ørsted Windfarms on Stena Lines Belfast to Liverpool services. Passage North of the Isle of Man. This screen capture from the ECDIS of one of our EFlexer vessels shows the deviations required for our Belfast to Liverpool route when routing North of the Isle of Man. The red hatched line shows the vessels current direct route. *Please see original response for image.	See Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0076_118_020623	S47	Email	Passage South of the Isle of Man This screen capture from the ECDIS of one of our EFlexer vessels shows the deviations required for our Belfast to Liverpool route when routing South of the Isle of Man. The red solid line shows the vessels current direct route. *Please see original response for image.	The Applicant notes your response.	No
Morg_0076_119_020623	S47	Email	• These passage plans are based on the reduced footprint for Morgan and Mona as proposed by the consortia.	The Applicant notes your response.	No
Morg_0076_120_020623	S47	Email	• The footprint for Morecambe however is plotted, as submitted in the PEIR, since the site location for the Morgan – Morecambe Transmission assets, booster station is still to be selected and therefore should the most North Westerly edge of the Morecambe Windfarm be chosen then the benefit from the proposed reduced boundary would be negated from a deviation perspective.	The Applicant notes your response.	No
Morg_0076_121_020623	S47	Email	• The Ørsted Windfarm is also plotted as Stena Line have been reliably informed by the developer that this project will proceed and that the Scoping document will be submitted in Q4 – 2023. As such this should therefore be regarded as an adjacent transboundary project.	The Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in Volume 4, Annex 7.1: Cumulative Regional Navigational Risk Assessment of the Environmental Statement.	Yes
Morg_0076_122_020623	S47	Email	Bunker Analysis The following tables analyse the estimated additional bunker fuel consumption and cost for Stena Line vessels operating on scheduled services in the area. It does not factor in the additional cost in time on passage, maintenance due to additional running hours on engines, the cost of lubrication oil and sundries or the effect on vessels CII. It uses the same thirty-five-year time frame as used by the consortia for calculating Navigational risk. While the focus in the PEIR's is on the individual deviations around individual projects Stena Line must look at the cumulative impacts on its business over the life expectancy of the project. In summary the	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			cost to Stena Line in additional fuel alone over the thirty-five-year life expectancy of the project is c US$ 10.3 Million. *Please see original response for tables.		
Morg_0077_001_030623	S47	Email	Hello, I have seen and read the various articles on the planned off shore wind farms, I realize that we need our electricity. Our concern (and my husband's as well) is that we need to be absolutely sure that the ferry is never hampered by the presence of the wind farms. The ferry is the Island's lifeline and our connection to our families. It is bad enough when the ferry can't sail because of bad weather!	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0079_001_040623	S47	Email	The proposed project will have a widespread impact on the environment and on long-established lifestyle elements, which the Manx people and visitors to the island enjoy.	The Next Steps section of the Socio-economics PEIR chapter indicated the need for further consideration of the potential socio-economic effects arising from the issues associated with potential impacts on ferry routes. The assessments have been updated between PEIR and Application following key changes to the project design. The potential impacts on ferry services (both alone and cumulatively) are considered in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement. The potential socio-economic impacts of disruption to ferry services are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0079_003_040623	S47	Email	Whatever mitigations are proposed, there will undoubtedly be occasions when these will not be adequate in relation to weather conditions. This will result in additional cancellations and delays of ferry sailings, causing disruption to passengers, freight, food supplies, businesses, and tourism possibilities. Also, rerouting of ferries will adversely affect vessels' fuel consumption, and travel time. There would appear to be no consideration as yet for compensation for these eventualities.	The Next Steps section of the Socio-economics PEIR chapter indicated the need for further consideration of the potential socio-economic effects arising from the issues associated with potential impacts on ferry routes. The potential impacts on ferry services (both alone and cumulatively) are considered in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement. The potential socio-economic impacts of disruption to ferry services are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	Yes
Morg_0079_004_040623	S47	Email	As the anticipated lifespan of a marine-located wind turbine is only 25 years, we find it somewhat discouraging that you should see fit to entertain such highly disruptive and expensive short-termism. We would like to see you more vigorously pursue the development of other forms of clean energy, for instance geo-thermal, hydrogen, biofuels or tidal.	The Applicant notes your response.	No
Morg_0079_005_040623	S47	Email	Your listing of effects which should be considered in relation to the project, clearly indicates that you are aware that the overall impact would be negative and that your projected use of a	The Applicant notes your response. The assessment of potential environmental impacts from the Morgan Generation Assets is presented in	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			large chunk of the marine environment would cause various forms of disruption, deterioration and disturbance for the sake of supplying power to a relatively small number of UK households for a relatively short time. We find this a disproportionate way of thinking.	Volume 2, Chapters 1 to 15 of the Environmental Statement. The assessment methodology is detailed within Volume 1, Chapter 5: Environmental Impacts Assessment Methodology of the Environmental Statement, the policy and legislative context on which the assessments are undertaken is presented within Volume 1, Chapter 2: Policy and legislative context of the Environmental Statement	
Morg_0082_001_040623	S47	Email	The wind though causes navigational issues and my main comment is on the need for significant searoom for the ferries that are the IoM's lifeline for all sorts of supplies in all weathers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0082_002_040623	S47	Email	Firstly there can be shortages of some basic items, even foodstuffs, on the IoM in periods of bad weather and narrow sea corridors for the ferries makes those days more likely where we are short of things. Secondly , the IoM's economy is impaired by delays caused by bad weather and an increased likelihood of cancellations. Thirdly, there is inconvenience for passengers with more cancellations that will impact their and their families' lives.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0082_003_040623	S47	Email	So please, please ensure there is plenty of space around the wind farms so that this island community suffers minimum detriment.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0082_004_040623	S47	Email	Lastly, I'm afraid I find your information lacking. The postcard failed to show ferry ports Heysham, Liverpool and Birkenhead and did not show the existing and proposed ferry routes. This suggests to me a lack of understanding of how important ferry routes are to an island. This is our road in the sea for many purposes and I am sorry you have not addressed this important aspect in the mailed material. I would appreciate please hearing why this was omitted.	The Applicant notes your response.	No
Morg_0083_001_030623	S47	Email	This feedback is sent in a personal capacity but I worked for the Isle of Man Steam Packet Company for over 25 years latterly as Commercial Director before retiring two years ago. I was involved in the WoDS, Walney Extension, Rhiannon and Centrica OWF projects and the issues faced by IOMSPC were well documented. I also served on the Isle of Man Visit Agency Board , Manx National Heritage Trustee Board and was on the Council Board of the Isle of Man Chamber of Commerce so I have considerable experience in both Isle of Man shipping practicalities but also knowledge/experience of the wider economy of the Isle of Man.	The Applicant notes your response.	No
Morg_0083_002_030623	S47	Email	1. The Isle of Man as a remote Island community is completely dependent on 'Just in Time', reliable, safe twice daily freight shipping for its daily essential time sensitive supplies. Everyone in the Isle of Man is ultimately an end customer of IOMSPC freight services and it is quite literally a lifeline.	The Applicant notes your response.	No
Morg_0083_003_030623	S47	Email	2. The Morgan project area MUST NOT interfere with the Heysham-Douglas direct route as even one minute deviation (on top of West of Duddon Sands OWF deviation) will lead to freight trailer essential supplies being left in Heysham at peak periods due to a lack of turnaround time at peak periods. There are no practical steps that could be taken in Heysham to address this, as the issue is related to the practical physical constraints of safely reversing freight trailers down the link span and internal ramp, not a staffing or equipment constraint.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0083_004_030623	S47	Email	2. IOMSPC is already deviating around West of Duddon Sands OWF (WoDS) which was reduced to avoid unacceptable IOMSPC deviations.	The Applicant notes your response.	No
Morg_0083_005_030623	S47	Email	3. MV Manxman will have 60% more passenger capacity and IOM population is projected to grow further leading to even tighter turnaround issues, already impacted by WoDS. Morgan will compromise the £78 investment in extra capacity if there are any extra deviations on top of WoDS.	The Applicant notes your response.	No
Morg_0083_006_030623	S47	Email	3. IOMSPC could reduce passenger/car bookings at all peak periods to compensate for a lack of turnaround times but this would severely reduce income for the Company, reduce tourism visitor numbers to the Isle of Man, reduce capacity for residents returning to work, negate the £78m investment in Manxman. Tourism related businesses in the Isle of Man are highly vulnerable to small reductions in volume.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_007_030623	S47	Email	4. The Morgan project should also provide viable weather routing options for Douglas-Heysham route. 2 hours 40 minutes extra passage within 24 hours will be impossible for the Company to 'catch up' from, and therefore the absence of a shorter weather routing option will lead to the cancellation of the second daily rotation and a very significant increase in cancellations - in turn leading to a significant 'high impact' disruption to lifeline supplies for businesses, hospitals, retailers etc etc.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			There would not be guaranteed space available on subsequent sailings for the backlog in essential supplies.	deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0083_008_030623	S47	Email	5. No socio-economic impact has been completed by the developers (in IOM) but the issue would be HIGH IMPACT with food retailers, hospitals, businesses, manufacturers, hotels, restaurants etc all depending on timely supplies and for their workforce to not been delayed (or trips cancelled) in returning to the Isle of Man.	The Applicant notes your response. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_009_030623	S47	Email	6. The Mona project MUST also provide adequate weather routing options to the south for the Douglas-Liverpool route. Weather routing deviations tend to be highly concentrated in the Spring and Autumn and a reduction in viable weather routing options will increase cancellations over a short period, in turn leading to long term reputational damage/revenue losses (to air competition) on a route particularly competitive and vulnerable to any reductions in passenger numbers.	The Mona Offshore Wind Project is being taken forward as a separate Development Consent Order. Please note in relation to the Morgan Generation Assets that the NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and Environmental Statement Chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_010_030623	S47	Email	7. There are safety concerns in terms of providing adequate sea room and from the cumulative impact of the various developments but I am sure IOMSPC will highlight these issues in detail. The reduction in turnaround time is also a safety issue as vehicle deck	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			loading staff will inevitably feel pressured at peak periods to try to further compress turnarounds already impacted by WoDS.	frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0083_011_030623	S47	Email	8. The developers 'public consultation' leaflets to Island households and the Ramsey and Douglas presentations failed to highlight the shipping routes, weather routes, the major impact supply issues, the position of the existing Walney and WoDS OWFs, effectively meaning that the lifeline supply issues have been hidden from the general public and IOM business.	The Applicant notes your response. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0083_012_030623	S47	Email	It is absolutely imperative that direct routes for IOMSPC are kept in order to avoid freight trailers being left in Heysham, which would be devastating for Businesses and public. It is imperative that shorter weather routing options are provided for IOMSPC around Morgan and Mona that avoid the need to cancel services and disrupt the lsland lifeline.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0084_001_030623	S47	Email	The Isle of Man Steam Packet Routes for Fair or Foul Weather are not on your Consultation Card.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0084_002_030623	S47	Email	Your proposals are dangerous and ridiculous and give no thought to shipping.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0084_003_030623	S47	Email	To be a passenger at night in a Force 10 it would be frighteneing (sic.), and as Master perhaps more so.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0085_001_040623	S47	Email	The positioning of your proposed farms on or near to the course of the IOM Steam Packet routes to Heysham and Liverpool will greatly add to the distance travelled.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0085_002_040623	S47	Email	This in turn will add cost to the fare and increase the time taken and importantly to the carbon footprint.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0085_003_040623	S47	Email	In bad weather it could pose a maritime safety issue.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0085_004_040623	S47	Email	Please note my vehement objection to all three fields.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No
Morg_0085_005_040623	S47	Email	A final question if given the go ahead how would you propose to compensate the Isle of Man Steam Packet and its passengers?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0086_001_040623	S47	Email	I am a resident of the Isle of Man and considering the proposed locations of the new Generation Assets, I hereby express great concern to the Isle of Man's lifeline represented by the ferry link from Douglas to the ports at Liverpool and Heysham. Any route which is not direct will add time and therefore cost to this journey. As a result, the cost of living on the Island will most certainly increase.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0086_002_020623	S47	Email	Any additional costs to the transport of goods will result in an increase in the costs of goods and services on the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0086_003_020623	S47	Email	Travelling on holiday and for business will become more difficult, not only for residents, but also for potential visitors and prospective immigrants, making the Island a less attractive option. It is these last two groups which are vital for the long-term success and health of the Isle of Man - also according to the mid to long term strategy of the IOM Government.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts on human health are considered in Volume 2, Chapter 14: Human health assessment of the Environmental Statement.	Yes
Morg_0086_004_020623	S47	Email	Professionals in all fields will be further put off from moving to the Island, thus adding further to the difficulty in attracting vital health professionals.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts in relation to human health are considered in Volume 2, Chapter 14: Human health of the environmental statement.	
Morg_0086_005_020623	S47	Email	All the above highlight the detrimental effects of the offshore wind project generation asset and offshore windfarm generation assets to the people of the Isle of Man. If you can give assurances that the shipping routes will not be affected, including both calm and rough weather routes, then I would be in favour of this development; if not, then I would be vehemently opposed to it.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0087_009_020623	S42	Email	Navigation and shipping The area of the proposed Morgan Offshore Wind Project has significant amounts of existing shipping activity. The information provided in the PEIR is not clear on the extent to which and the location within which vessel activity would increase during both the construction and operational phases.	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0087_010_020623	S42	Email	Given there is no information currently available on vessel routes or proposed construction or O+M ports, it is difficult to understand the potential risks to assets associated with the generation and transmission of electricity from West of Duddon Sands. It is noted that Morgan Offshore Wind Project's Navigation Risk Assessment finds that "the impacts of the Morgan Generation Assets would result in a hazard with an Unacceptable navigational risk score and therefore additional risk control options are required."	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0087_011_020623	S42	Email	We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed. It is important that any solutions carefully consider existing consent conditions and agreements.	The Applicant notes your response and has provided further detail in relation to each key point below.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			We would also appreciate being given the opportunity to input into and participate in discussions around navigational risks and mitigations. Our concerns relate to:		
Morg_0087_012_020623	S42	Email	• Navigational safety in the vicinity of West of Duddon Sands including Search and Rescue lanes	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	No
Morg_0087_013_020623	S42	Email	• Vessel Traffic Services (VTS) managed by the MCA	The Morgan Generation Assets is outside of any harbour areas and the region is not monitored by Vessel Traffic Services (VTS), and therefore the impacts to shore radar are low. See Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement	No
Morg_0087_014_020623	S42	Email	Commercial routes	The NRA and Shipping and Navigation Chapter identify increased vessel movements both associated with the Project and wider macro-economic trends which have been used as the basis of the assessment. These are described in the NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	No
Morg_0087_015_020623	S42	Email	• Construction vessels and their proximity to existing asses (WTG locations, inter-array cables)	The screening of other plans and projects with the potential for cumulative impacts with the Morgan Generation Assets are presented within Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement. In relation to shipping and navigation it is considered within the cumulative regional navigational risk assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement, and within the cumulative effects assessment section of Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement	No
Morg_0087_016_020623	S42	Email	• Combined effects of existing windfarm/oil and gas vessel activity and the additional construction vessel activity.	The screening of other plans and projects with the potential for cumulative impacts with the Morgan Generation Assets are presented within Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement. In relation to shipping and navigation it is considered within the cumulative regional navigational risk assessment, an appendix to Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement, and within the cumulative effects assessment section of Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement	No
Morg_0087_017_020623	S42	Email	This also applies to any survey and/or investigation work: it is therefore requested that proposed survey and outline construction programmes for the new project are shared with MWL and its shareholders and discussed as soon as possible	The Applicant notes your response.	No
Morg_0087_018_020623	S42	Email	Physical interaction of projects It is very important that West of Duddon Sands and its associated transmission assets can always be accessed to allow for appropriate Operation and Maintenance work and, in due course, upgrading, re-powering and decommissioning activities. It would therefore be useful to understand all of the Morgan Offshore Wind Project components and routes associated with the proposed works (including proposed transmission works) so that we can establish that access for West of Duddon Sands, including access for jack-up vessels and anchor	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			patterns (etc.), will be maintained and that physical interactions can be avoided, or understood and appropriately mitigated.		
Morg_0087_020_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between West of Duddon Sands, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0093_001_260423	S47	White mail	Dear Sirs Re:- Morgan Offshore Wind Project This development is a definite NO. It completely affects all I.O.M. residents & visitors to an impossible situation. Being an island we depend on our shipping lines for communication, travel etc. on a daily basis. There are plenty of alternative reserves available without this disruption to our lives. DO NOT DO IT HERE	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0094_001_070523	S47	White mail	To whom it may concern Further to my filling in the original questionnaire, at Town Hall Douglas, some while ago, I was pleased to have the opportunity to view, read + digest your updates on show at our HB library on April 19th this year. The information is complex, in some places clear, in others very superficial and indeterminate with no real time scale or measures of adaption, other than discuss with interested parties. My interest is you offer no real assertions on the satisfactory arrangements for shipping - our Island Lifeline or helpful in sorting our protection + maintenance of our wild life corridors which is an integral part of our Biosphere definition. I hope that you will keep talking + presenting concrete proposals and timelines in the very near future + not pay lip service + contrived waffle which will certainly alienate the local populace.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets, and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0095_001_090623	S47	Email	Impact on Ferries. All comments in this box relate to having read "Volume 2, Chapter 12: Shipping and Navigation" I am disappointed in the attitude displayed in this proposal by a reputable company BP and its partners. It appears to be a reversion to history of a few centuries ago when one European nation would go off exploring and unilaterally takeover another - colonisation, slave trading, etc. These days we now see reparation for the Aborginis [sic.], North American Indians, Sami in Scandinavia etc. Yet here we see EnBW going in with it's big feet and performing a sea grab. I ask how many of the staff working on this proposal have experience of sea faring, operating ships in windy weather, being dependant upon lifeline ferries?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0095_002_090623	S47	Email	In winter the weather and the sea wins and shipping has to take the necessary action. And shipping does not need the added complication of having to think about wind farms in the middle of the sea. The existing Walney and north Wales coast wind farms do not impact shipping as these wind farms are in shallow waters where the ferries, cruise ship, oil tankers, et al do not go and cannot go as they will run aground. Here you are now trampling upon the sea faring space. So in the event of a shipping vs. wind farm decision, the shipping should be the winner as shipping is the incumbent.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0095_003_090623	S47	Email	Your arrogance is clearly demonstrated by para 12.8.3 where I quote "12.8.2.3 During consultation, several stakeholders asserted that historic routes between any two ports are necessarily “recognised sea lanes” and therefore should not be impacted. A review of UNCLOS Article 22 determines that: “4. The coastal State shall clearly indicate such sea lanes and traffic separation schemes on charts to which due publicity shall be given”. Therefore, the onus is on the MCA to put forward a proposed sea lane to IMO who would formally designate it. Given that this has not occurred, and no such routes are indicated on charts, Article 60 and NPS EN-3 2.6.161 would not apply. These principles were set out in legal advice concerning the Thanet Extension offshore wind farm and were reaffirmed by the Examining Authority in their Recommendation Report (Thanet Extension, 2019)." How arrogant.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0095_004_090623	S47	Email	If you were decent, honourable and reputable, you would be respecting the shipping stakeholders and not hiding behind a 'the route has not been registered' statement - what a disgusting and shameful approach which clearly indicates you do not care enough. How much do you value a life? And what if there was a large loss of life indirectly caused by one of your pylons impacting a ship in distress?	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0095_005_090623	S47	Email	I sincerely hope you have consulted the RNLI and the Coastguard etc as to how they would effect rescue operations in the area. And please do not quote outside of certain harbour limits, etc. Everyone working in and on the Irish Sea treats it as one entity. And in the event of an incident you go to the aid of others as one day it could be you in the need of aid from others - a basic sea faring unwritten rule.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. A Marine Navigation Engagement Forum (MNEF) was established to disseminate information regarding the Morgan Generation Assets, Mona Offshore Wind Project, Morecambe Offshore Windfarm: Generation Assets and Morgan and Morecambe Offshore Wind Farms: Transmission Assets within a wide stakeholder forum and to identify and discuss any key navigational concerns. Further details are included in the Technical Engagement Plan (Document Reference E4).	Yes
Morg_0095_006_090623	S47	Email	Your arrogance and sea grab is further demonstrated by the solutions of - you can just go this way round - only adds a bit more. I notice there is zero statement about the increase fuel consumption for longer transits and thus CO2 emissions and the impact on the planet.	GHG emissions are not bound by geographical boundaries. Consequently, cumulative effects due to other specific local development projects are not individually considered but are taken into account when considering the impact of the Morgan Generation Assets by defining the atmospheric mass of GHGs as a high sensitivity receptor. This is in accordance with IEMA guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance (IEMA, 2022). Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment. This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1). This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0095_007_090623	S47	Email	You should alter the south west facing side of Morgan wind farm – make it a straight line on the axis of the southern end. Why does it stick out further west to the northern half? Get rid of the extra width.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0095_008_090623	S47	Email	Southern most corner – you should remove 2-3 miles from this corner so the Isle of Man Steam Packet adverse weather routing does not incur a southward deviation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0095_009_090623	S47	Email	Looking at Figure 12.5, given the cumulative impact of the ferry routes, perhaps you should abandon this wind farm completely.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application.	Yes
Morg_0095_010_090623	S47	Email	The Isle of Man steam packet also owns MV Arrow which is a RoRo i.e. freight only. At the time of submitting, it is TT week in the Isle of Man. MV Arrow has been in service nearly every night for the last 3 weeks performing the night freight round trip between Heysham and	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Douglas releasing space on the Ben my Chree for additional passenger/car orientated traffic. Ben my Chree is a RoPax.		
Morg_0095_011_090623	S47	Email	Document error Table 12.6. Rows 4, 5 and 6 relating to Stena, Seatruck and P&O. Someone has cut and paste the “Overview of Survey” from row 3 Isle of Man Steam Packet Company and forgotten to change the company name. Sloppy. Not well done. Is this the standard of everything you do?	The Applicant notes your response and this has been corrected.	No
Morg_0095_012_090623	S47	Email	This proposal clearly shows that when it was dreamt up, there was no consideration given to existing sea farers - but then, this is not London so what does it matter. You have much work to do.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets Project would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets Project has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable.	Yes
Morg_0095_013_090623	S47	Email	New Ferries Below is information on the investment in new ferries in the last few years. So you will see, the ferry companies have a serious investment in the Irish Sea IoMSPC A new ferry, the Manxman and having greater capacity than Ben my Chree, is in transit from South Korea and will take up service in the next few months https://www.steam-packet.com/blog/captains-log/ https://www.steam-packet.com/blog/isle-of-man-steam-packet-company-new-vessel-progress/	The Applicant notes your response.	No
Morg_0095_014_090623	S47	Email	Stena Stena Invests in New Hybrid Ferries for Belfast to Heysham - https://www.niferry.co.uk/stena-invests-in-new-hybrid-ferries-for-belfast-to-heysham/. 2 new ships, built to HeyshamMAX, expected to be in service by end 2025 and will increase capacity by 80%. This will be Five new ferries in five years for Stena	The Applicant notes your response.	No
Morg_0095_015_090623	S47	Email	My interest? As you will see from my address, I am not in the Isle of Man. However, we used the ferries. We have family members who lived on the Isle of Man for a lot of years including nearly their whole life and we continue to have family on the Isle of Man. So whilst we are supportive of windfarms, these proposals are at the stage of leaving no space for the shipping.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0098_001_190423	S47	Consult Online	PLEASE, PLEASE PLEASE DO move the wind farm away from the shipping lanes between Douglas, Isle of MAN to Heysham and Douglas to Liverpool. The last thing the Isle of Man community needs is an obstruction to this shipping lane which will add up to 1 hour to the passage each way and potentially create a hazard in rough weather. Wind farms on the continent are kept well clear of shipping lanes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0099_001_200423	S47	Consult Online	This will make the Isle of Man ferry route unsafe. I do not accept.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0100_001_200423	S47	Online form Q1	Any offshore development which obstructs ferry traffic or hampers in any way free movement in any weather conditions and the passage of boats to or from the Isle of Man should not happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0100_004_200423	S47	Online form Q5	Any offshore development which obstructs ferry traffic or hampers in any way free movement in any weather conditions and the passage of boats to or from the Isle of Man should not happen. How will the Isle of Man benefit from this construction	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0100_007_200423	S47	Online form Q1.7	Any offshore development which obstructs ferry traffic or hampers in any way free movement in any weather conditions and the passage of boats to or from the Isle of Man should not happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0100_008_200423	S47	Online form Q1.9	Any offshore development which obstructs ferry traffic or hampers in any way free movement in any weather conditions and the passage of boats to or from the Isle of Man should not happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0101_001_200423	S47	Online form Q1	This project clearly cannot go ahead as it will prove an eyesore off the coast of the Isle of Man, and will cause a major disruption to shipping route and ferries from the Isle of Man to Liverpool, especially in bad weather and emergency situations. Danger to fisheries and lifeboat access.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Visual impacts are considered within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	
Morg_0101_007_200423	S47	Online form Q1.7	Dangerous and disruptive to Isle of Man and England to Northern Ireland shipping.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0104_001_210423	S47	Consult Online	As a resident of the Isle of Man we are extremely concerned about the impact on our ferry routes which are a life line to our community and should not be adversely affected.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0107_001_220423	S47	Online form Q5	The Steam Packet should be compensated for the increased cost/time associated with adverse weather re-routing so that passengers and freight can in turn be compensated.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0107_002_220423	S47	Online form Q1	1. To mitigate the increased risk of allision and collision as a result of the singular and cumulative affect of Morgan, Mona, and Morecambe, generous and adequate sea corridors must be created. 2. To minimise disruption to marine traffic heading to/from the Isle of Man and the corresponding increased journey times/cost the most Northerly (four) sea turbines of Morgan should not be constructed. 3. The Steam Packet should be compensated for the increased cost/time associated with adverse weather re-routing.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 3, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0108_001_230423	S47	Online form Q1	Project must not affect ferry to the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0108_005_230423	S47	Online form Q5	If there is any affect on the Isle of Man ferry it should not be built	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0108_006_230423	S47	Online form Q6	Isle of Man ferry must not be affected	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0108_013_230423	S47	Online form Q1.7	The project must not proceed if it affects adversely ferry to the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0109_001_230423	S47	Consult Online	This field location needs to be altered to allow Isle of Man's sea routes to operate in all weather. Location should not negatively impact travel times (as Walney already does).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0110_001_240423	S47	Consult Online	This is in close proximity to the Isle of Man shipping lanes and will have serious impact on our ability to trade.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0111_001_240423	S47	Consult Online	I am 100% behind renewable energy and offshore windfarms but the location of the field Morgan is awful for Isle of man residents and tourism to the isle of man as it blocks the already lengthened ferry route from the island (already lengthened due to the large wind farm that is there now). So I am completely against the Morgan windfarm in its current planned location. Why cant it go further north of the current wind farm so out of the way of ferry routes into heysham?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0112_001_240423	S47	Consult Online	I have serious concerns about the effect of the wind farm on the shipping lanes. The Isle of Man relies on efficient shipping for 364 days a year for people /cars/goods /food etc. There needs to be sufficient leeway in the shipping lanes for alternative routes in bad weather to keep the risk of cancellation of sailings to a minimum both to Liverpool and Heysham.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0113_001_240423	S47	Consult Online	As an Isle of Man Resident my concern is that the proposed wind farm encroaches on the Shipping Routes that the Steam Packet Company use to serve the Island from Heysham and Liverpool. From the information available the wind farms will affect both the 'Fair weather' and 'Rough Weather' routes leading to disruption of essential supplies to the Island. The final scheme must address the needs of the Island community and ensure safe navigation passages for the vessels that serve it.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0113_002_240423	S47	Consult Online	As an Isle of Man Resident my concern is that the proposed wind farm encroaches on the Shipping Routes that the Steam Packet Company use to serve the Island from Heysham and Liverpool. From the information available the wind farms will affect both the 'Fair weather' and 'Rough Weather' routes leading to disruption of essential supplies to the Island. The final scheme must address the needs of the Island community and ensure safe navigation passages for the vessels that serve it.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Offshore Wind Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0114_001_240423	S47	Online form Q1	Very thorough, and I can see the project will e [sic.] a great benefit to EnBW bp and the United Kingdom. However I can't see any serious attempt to mitigate the adverse effect on the Isle of Man in terms of restricting shipping routes and visual intrusion on the horizon. You need to work with the Isle of Man government on a deal to enable Manx Utilities to have the option to buy green electricity at a discount rate as compensation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Offshore Wind Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Offshore Wind Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0114_002_240423	S47	Online form Q5	The Isle of Man Steam Packet maintain that by removing route options during periods of heavy weather, some sailings will be delayed, disrupted or cancelled. This will lead to angry travelers (sic.) and empty supermarket shelves. You need to work with the Steam Packet to minimize this disruption AND give the Isle of Man some tangible benefit from the new windfarm to compensate (e.g. a deal to sell Manx Utilities green electricity at a discount).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Offshore Wind Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Offshore Wind Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0114_003_250423	S47	Online form Q6	I can see the project will e [sic.] a great benefit to EnBW bp and the United Kingdom. However I can't see any serious attempt to mitigate the adverse effect on the Isle of Man in terms of restricting shipping routes and visual intrusion on the horizon. You need to work with the Isle of Man government on a deal to enable Manx Utilities to have the option to buy green electricity at a discount rate as compensation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Offshore Wind Project and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0114_004_250423	S47	Online form Q1.7	The Isle of Man Steam Packet maintain that by removing route options during periods of heavy weather, some sailings will be delayed, disrupted or cancelled. This will lead to angry travelers (sic.) and empty supermarket shelves. You need to work with the Steam Packet to minimize this disruption AND give the Isle of Man some tangible benefit from the new windfarm to compensate (e.g. a deal to sell Manx Utilities green electricity at a discount).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0115_015_260423	S47	Online form Q1.7	How will these windfarms adversely effect shipping and navigation ?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	Yes
Morg_0116_001_260423	S47	Online form Q1	The windfarm cannot affect the vital shipping route and access required between the Isle of Man and Heysham/Liverpool. There needs to be flexibility to alter the route based on weather/sea conditions and building the windfarm directly on the route could negatively impact the ability of the ferry to sail. This must be taken into consideration as access between the UK and Isle of Man is essential for the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0116_002_260423	S47	Online form Q3	Is the project going to benefit Isle of Man residents in any way? It will be clearly visible from the island and potentially impact travel/freight to and from the island so if it goes ahead it must support the Manx economy too e.g. with providing jobs and electricity to the island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. Broader socio-economic impacts are considered in the chapter in Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The visual impacts of the project are considered in Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0116_003_260423	S47	Online form Q5	The windfarm cannot affect the vital shipping route and access required between the Isle of Man and Heysham/Liverpool. There needs to be flexibility to alter the route based on weather/sea conditions and building the windfarm directly on the route could negatively impact the ability of the ferry to sail. This must be taken into consideration as access between the UK and Isle of Man is essential for the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0116_004_260423	S47	Online form Q1.7	The windfarm cannot affect the vital shipping route and access required between the Isle of Man and Heysham/Liverpool. There needs to be flexibility to alter the route based on weather/sea conditions and building the windfarm directly on the route could negatively impact the ability of the ferry to sail. This must be taken into consideration as access between the UK and Isle of Man is essential for the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0117_001_260423	S47	Consult Online	The map on the card that came through the door and also the map in the newspaper failed to show the key ports that provide the Isle of Man with its lifelines. It s [sic.] less than honourable not to mark them and to mark the Steam Packet Company ferry routes. Are you hoping to ignore the elephant in the room? I am entirely positive about the concept of offshore wind farms. In this case, however, the Isle of Man stands to gain little direct benefit and yet its lifelines are threatened by the location of these fields. The Steam Packet Company estimates that 50 sailings a year may have to be cancelled. The Irish Sea is notoriously stormy and ships cannot run when there is danger of being blown into a Wind Farm. I therefore strongly object to this project and to the way it has been presented in printed literature sent to island residents and published n [sic.] the papers. Missing Liverpool and Heysham off the maps shows less than full understanding that you are threatening our supply lifelines.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0118_002_280423	S47	Online form Q4	Yes it's going to interfere with the Isle of Man Steam Packet routes which they have been using for years.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0120_001_300423	S47	Online form Q5	I am very concerned about the hazard this project will present for shipping, particularly IOM Steam Packet sailings in bad weather, strong winds & poor visibility. Safe direct routes must be available to enable passage in all conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0120_002_300423	S47	Online form Q1	I am very concerned about the hazard this project will present for shipping, particularly IOM Steam Packet sailings in bad weather, strong winds & poor visibility (sic.).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0121_001_010523	S47	Online form Q1	Please ensure that there is an adequate navigation channel left clear for Isle of Man Steam packet ferry routes between the Isle of Man and both Heysham and Liverpool without significant increase in distance, in fair and poor weather (in light of the other wind farm developments in this part of the Irish Sea).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0121_002_010523	S47	Online form Q5	Please ensure that there is an adequate navigation channel left clear for Isle of Man Steam packet ferry routes (or any other freight carriers) between the Isle of Man and both Heysham and Liverpool without significant increase in distance, in fair and poor weather (in light of the other wind farm developments in this part of the Irish Sea).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0121_003_010523	S47	Online form Q1.7	Please ensure that there is an adequate navigation channel left clear for Isle of Man Steam packet ferry routes between the Isle of Man and both Heysham and Liverpool without significant increase in distance, in fair and poor weather (in light of the other wind farm developments in this part of the Irish Sea).Please ensure that there is an adequate navigation channel left clear for Isle of Man Steam packet ferry routes in fair and poor weather (in light of the other wind farm developments in this part of the Irish Sea).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0121_004_010523	S47	Online form Q1.13	Please ensure that there is an adequate navigation channel left clear for Isle of Man Steam packet ferry routes between the Isle of Man and both Heysham and Liverpool without significant increase in distance, in fair and poor weather (in light of the other wind farm developments in this part of the Irish Sea).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0122_002_020523	S47	Online form Q5	Your proposal will possibly cause problems with Irish Sea shipping to and from both Ireland and Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0122_003_020523	S47	Online form Q1.7	Looking at your Map, what precautions are you taking to avoid disrupting the Heysham - Douglas ferry as you seem to be blocking all reasonable routes the ferry can take with your proposed Morgan and Morecambe wind Farms and the existing Walney wind Farm?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0123_003_020523	S47	Online form Q1.7	This project severely impacts the lifeline ferry routes to the Isle of Man and other parts of the North Irish sea	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0124_001_040523	S47	Online form Q1	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0124_002_040523	S47	Online form Q5	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0124_003_040523	S47	Online form Q1.7	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0125_004_040523	S47	Online form Q1.7	I am very concerned about the effects that the position of these windfarms will have on the possible ferry tours available to Isle of Man ferries. It sounds like there will be more service cancellations during poor weather which is not acceptable to island inhabitants. Travel plans can be uncertain enough as it is. These ferries are lifelines for the island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0125_005_040523	S47	Online form Q1.10	Windfalls are very ugly and we can see lots of turbines already!	Visual impacts are considered within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0125_007_040523	S47	Online form Q1	Reliable ferries are important for tourism too. People will worry about boats being cancelled more often, ruining holidays and making it hard to guarantee timely returns home to work and school.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0126_001_040523	S47	Online form Q1	We live on the Isle of Man and travel back to the Uk six or more times a year We envisage this may increase in near future as my wife's parents health is starting to fail as they are both nearly 90 so more regular visits will be required The cost of traveling by ferry is already a significant outlay from our wages. We are concerned that the positioning of this new proposal will have a Direct impact on the Steam packets routes that have been in place for decades We are worried these changes will cause A)lengthening journey times which at almost 4 hours to Heysham is already long enough B) A different route will cause the Steam packet vessels to use more fuel on a longer route round proposed project and the customer will have to pay more to cover the extra fuel required C) These additional journey times and increased costs could affect Tourism numbers to the Island which will impact every resident in some way as less income to our Island funds causes extra burden to fall on Manx residents Please consider how this proposal affects residents of the Isle of Man There are 85,000 people who,s (sic.) lives could be affected, all who have rights that this proposal goes against	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0128_001_060523	S47	Online form Q5	What are the impact on the steam packet schedule, will there be any navigational issues.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0128_002_060523	S47	Online form Q1	Will the wind farm cause any navigational problems and disrupt and delay the Isle of Man Steam Packet sailing vessels?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0129_001_080523	S47	Consult Online	I am concerned that the proposed location would obstruct safe navigation between Douglas and Liverpool and potentially between Douglas and Heysham. This is an infrastructure lifeline for the Isle of Man community, and even adding 30 - 60 mins to the sailing times on a clear day is disruptive and would prevent the scheduling of 2 sailings per day. In wintery and stormy conditions, the disruption would be even greater. There are plenty of available locations which do not cause such disruption and potential danger to important shipping routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0130_001_090523	S47	Consult Online	I am very concerned about the effect the position of this wind farm will have on our very important links to the UK. The sea can be very rough at times and the thought of having to be on board ship longer than necessary because of the wind farm fills me with horror. There is a lot of Irish sea. Please build it elsewhere.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0131_001_090523	S47	Online form Q1	I am very concerned about the potential impact that these projects may have on shipping channels. It is my understanding that the projects could disrupt ferry travel between the UK and the Isle of Man, particularly during heavy weather, effectively isolating the Manx population.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0131_002_090523	S47	Online form Q1.7	I am very concerned about the potential impact that these projects may have on shipping channels. It is my understanding that the projects could disrupt ferry travel between the UK and the Isle of Man, particularly during heavy weather, effectively isolating the Manx population.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0132_001_090523	S47	Online form Q5	I feel that we are already suffering with the existing offshore wind farm as the manx ferry can no longer zigzag across the Irish sea in bad weather and as a result is often cancelled, which leaves the residents trapped and isolated. To build more can only exacerbate this problem.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0132_002_090523	S47	Online form Q1	I feel that we are already suffering with the existing offshore wind farm as the manx ferry can no longer zigzag across the Irish sea in bad weather and as a result is often cancelled, which leaves the residents trapped and isolated. To build more can only exacerbate this problem.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0133_001_100523	S47	Online form Q1	I am concerned at the disruption to shipping especially the additional voyage times from/to the Isle of Man. This aspect seems to have been totally disregarded. Could consideration please be given to providing an access clearway?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0133_002_100523	S47	Online form Q4	I am concerned at the disruption to shipping especially the additional voyage times from/to the Isle of Man. This aspect seems to have been totally disregarded. Could consideration please be given to providing an access clearway?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0133_003_100523	S47	Online form Q5	I am concerned at the disruption to shipping especially the additional voyage times from/to the Isle of Man. This aspect seems to have been totally disregarded. Could consideration please be given to providing an access clearway? Additional travel times would have a significant impact on travel for residents and associated costs.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0133_004_100523	S47	Online form Q1.7	I am concerned at the disruption to shipping especially the additional voyage times from/to the Isle of Man. This aspect seems to have been totally disregarded. Could consideration please be given to providing an access clearway?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0134_001_110523	S47	Consult Online	I wish to register my opposition to your MORCAMBE MONA & MORGAN Irish Sea plans. I am Manx living on the Isle of Man and STRONGLY OPPOSE the proposed expansion of the Irish Sea windfarms. The proposed site for these windfarms sits smack in the middle of the IOM - UK shipping routes. We depend upon these routes for trade, travel, and food supplies. Shipping cannot be constrained to narrow corridors as ships must have sea room and the option for rough weather routes. Having to divert around your windfarms will add time and therefore fuel and costs to the maritime lifelines we on the Isle of Man depend upon. I do not see why Manx people should, in effect, pay more in goods and transport to subsidise your customers electricity supply, whilst at the same time having to endure shortages of essentials which will result from the inevitable missed and cancelled sailings, caused by vessels not having sufficient sea room to operate safely due to your windfarm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0134_002_110523	S47	Consult Online	I wish to register my opposition to your MORCAMBE MONA & MORGAN Irish Sea plans. I am Manx living on the Isle of Man and STRONGLY OPPOSE the proposed expansion of the Irish Sea windfarms. The proposed site for these windfarms sits smack in the middle of the IOM - UK shipping routes. We depend upon these routes for trade, travel, and food supplies. Shipping cannot be constrained to narrow corridors as ships must have sea room and the option for rough weather routes. Having to divert around your windfarms will add time and therefore fuel and costs to the maritime lifelines we on the Isle of Man depend upon. I do not see why Manx people should, in effect, pay more in goods and transport to subsidise your customers electricity supply, whilst at the same time having to endure shortages of essentials which will result from the inevitable missed and cancelled sailings, caused by vessels not having sufficient sea room to operate safely due to your windfarm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0135_001_110523	S47	Online form Q1.7	Ferry routes between the Isle of Man and the U.K. should be unhindered, without significant change to the distance.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0137_002_120523	S47	Online form Q2	I don't think you understand at all how siting the wind farm in the middle of shipping routes will severely impact every aspect of living on the Isle of Man. I also don't think you have taken into account how important seagrass is to carbon sequestration, and that any positive climate gain from the wind farm will be more than offset by the loss of the seagrass, damage to the local ecology, and the increased us of fossil fuels. The environmental constraints must also include human life and wellbeing, otherwise, what's the point of the whole exercise?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Applicant has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets.	Yes
Morg_0137_003_120523	S47	Online form Q3	From what I can see on the map, the proposed siting, and the onwards distribution of the power generated, the Isle of Man will not benefit in any way shape or form from the proposed wind farm. We have all the downsides of the detrimental impact on the shipping and potentially also flight routes, the detrimental impact on the local fishing fleet, the resulting increase in price on all imported items as there will be an increase in the cost of importing into the Island, the health and financial cost of the increased use of fossil fuels resulting from increased length of journeys in order to avoid the wind farm. T	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The health effects of the Morgan Generation Assets contribution to climate change have been assessed as part of the Environmental Statement (Volume 2, Chapter 14: Human health) and no adverse significant effects are anticipated. Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	
Morg_0137_004_120523	S47	Online form Q3	There may also be further accidents at sea, particularly in stormy of foggy conditions. I really cannot understand why it the middle of busy shipping lanes is thought to be a suitable position for a wind farm. The people in this area have lived alongside the dirtiest nuclear power station in Europe since its inception, and I really feel that this is right up there with Sellafield (formerly Windscale) power station as a threat to human life and wellbeing.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0137_005_120523	S47	Online form Q4	As stated previously, the Irish Sea is one of the roughest and most unpredictable in the world. It is not unusual for us to be completely cut off on many occasions and for many days at a time, particularly during the winter. I feel constructing an offshore wind farm in this area would not be financially viable. I would not support the use of taxpayers' money for this enterprise either. Maintenance will encounter the same problems as construction, but on a long term basis. And what will happen to any broken wind turbines? Also, what is to happen	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			to the structures when they are decommissioned? Are they to remain in situ as a further hazard to shipping?	modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. A decommissioning plan will be prepared and submitted for approval prior to any commencement of works to develop the Morgan generation Assets. Further detail on the decommissioning phase is presented in Volume 1, Chapter 3: Project description of the Environmental Statement.	
Morg_0137_006_120523	S47	Online form Q5	The project as a whole is extremely detrimental to all shipping in the area. Why should our ferries have to detour around a wind farm from which our nation gains no benefit? The shipping routes are long standing and designed to make the most efficient use of fuel together with the safety and comfort of passengers and crew for the weather and sea conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0137_010_120523	S47	Online form Q6	It will increase risk to all shipping in the area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0137_019_120523	S47	Online form Q1.7	The proposed wind farm would appear to be right in the way of the main ferry routes (Liverpool and Heysham) from the Isle of Man. These are literally our lifelines. The Irish Sea is one of the roughest and most unpredictable in the world, and ships do have to amend their routes in order to account for storms. The positioning of the wind farm would severely restrict this. I cannot stress enough just how worrying it is that this entire country and the welfare of its people has been disregarded in the pursuit of profit.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0137_026_120523	S47	Online form Q1.12	As it would seem that shipping may have to detour round the wind farm making shipping routes longer and using more fuel, the proposed wind farm would not be tackling climate change after all. It would be causing an increase in the use of fossil fuels by its very presence.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0137_027_120523	S47	Online form Q1.13	The Island is known for its beauty, relaxed way of life, and maritime and nautical history and pursuits. The proposed wind farm would badly affect these, especially as it would make travel to and from the Island even harder and more expensive.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0138_001_120523	S47	Consult Online	That taking into consideration other current proposals for windfarms, ferry routes from the Isle of Man to the UK will be unduly constrained and will disrupt, prolong and/or increase the cost of seaborne traffic to and from the Isle of Man, with no concomitant benefit to the Isle of Man and its residents.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0140_001_140523	S47	Online form Q1.1	I am a resident of the Isle of Man and very concerned about this. The costs of our ferry trips will increase due to increased fuel and also delays and cancellations for routes in rough weather. What compensation is the project giving to Isle of Man residents and what benefit is the Isle of Man getting from this project. Has the Isle of Man being even considered at all If it has to go ahead at least make the routes through the farms much wider to accommodate ferries in rough weather without our ferries we don't get provisions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0140_003_140523	S47	Online form Q5	See 1.1. This will increase costs for Isle of Man residents for ferry journeys.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0140_004_140523	S47	Online form Q1.7	See 1.1. Same concerns.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0140_005_140523	S47	Online form Q1.9	See 1.1	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0140_006_140523	S47	Online form Q1.13	See 1.1	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0141_001_150523	S47	Consult Online	I am extremely concerned, as a resident of the Isle of Man, of the impact on travel times to and from the Island. I also raise concerns about the ability of the Steam Packet vessels to avoid poor weather if this site goes ahead. The impact on Island residents should be taken into account.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0142_001_150523	S47	Consult Online	These sitings are a potential hazard to IOM to UK sea shipping lanes including vital passenger ferry and freight ferry links	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0143_001_160523	S47	Online form Q1.1	I feel that this project is not in the interest of the Isle of Man and its residents. It will interfere with our lifeline ferry and provides no electricity to the island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0143_003_160523	S47	Online form Q5	This project presents a threat to safe year round navigation by the Isle of Man Steam Packet Company and risks damage to a vital sea service.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0143_004_160523	S47	Online form Q1.7	This project interferes with our lifeline ferry services.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0144_001_170523	S47	Online form Q1	85000 people live on the isle of man and are utterly reliant on steam packet sailings. Your windfarm is in the way of the crossing.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0144_002_170523	S47	Online form Q3	How will you be supporting the Manx community by interrupting the route	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0144_003_170523	S47	Online form Q5	Yes! Steam Packet have already made it clear. Island community needs the ferry to sail	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0144_008_170523	S47	Online form Q1.7	Potentially cutting off a nation of people from their lifeline ferry service particularly in rough weather should be enough reason to shelve this	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0144_010_170523	S47	Online form Q1.12	Making the ferry go the long way round is counter productive	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0144_011_170523	S47	Online form Q1.13	Isle of man tourism will suffer without sailings	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0145_001_170523	S47	Online form Q1.1	As an Isle of Man resident, I feel that our vital ferry routes to Heysham and Liverpool are not being taking into account. Our island risks being cut off from the outside work for days or even weeks in the winter, because the wind farms will reduce the routes available for the ferries in rough seas.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0145_002_170523	S47	Online form Q5	The project would make it more difficult for the Isle of Man ferries to operate in rough seas.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0145_003_170523	S47	Online form Q1.7	The project would make it more difficult for the Isle of Man ferries to operate in rough seas.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0146_001_180523	S47	Online form Q1	I am disappointed ENBW/BP, when recognising ferry services will be impacted by this development, has only considered the resulting effects in planning terms and dismissed them as "not significant". No consideration appears to have been given to the needs or voice of stakeholders or stakeholder communities. If it had, planning terms would not be the only measure used to understand and describe this development's impact as "not significant".	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0146_003_180523	S47	Online form Q1	The Morgan Offshore Windfarm is going to have a detrimental impact on the vital ferry lanes to and from the Isle of Man:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0146_004_180523	S47	Online form Q1	1 - To the safety of navigation for ships when sailing through the wind farm corridors.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0146_005_180523	S47	Online form Q1	2 - Because of the lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0146_006_180523	S47	Online form Q1	3 - And to the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0146_007_180523	S47	Online form Q1	Consideration must be given to accommodating existing ferry routes, used in variable weather conditions, that can safely be navigated through this and the other windfarms (existing and proposed) in this area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0147_004_180523	S47	Online form Q5	See earlier comments regarding shipping and navigation. Isle of Man ferries.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0147_006_180523	S47	Online form Q1	I support the renewable generation of power using wind - in principle. However, as a resident of the Isle of Man, I am concerned about the potential impact on our lifeline routes to both Liverpool and Heysham. This proposed windfarm is in addition to existing windfarms in Morecambe Bay and Liverpool Bay. This is likely to increase journey time and fuel consumption. Also this windfarm may impact on the bad weather routing of our ferries, possibly causing cancellations and delays. This proposal appears to have no benefits for the Isle of Man, but many possible adverse affects - delays, costs and increased carbon emission. Please consider these points when the location and boundaries are finalised.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0148_001_190523	S47	Online form Q1.1	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0149_001_190523	S47	Online form Q1.1	This proposal will impact on strategic shipping routes of the Isle of man steam packet. There are normal westher [sic.] routes and bad weather routes, both need to be catered for with the wind farm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0149_002_190523	S47	Online form Q3	As it stands the location will negatively impact on Isle of man steam packet routes so will not benefit the wider British community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0149_004_190523	S47	Online form Q1.7	As 1 above. You need to liase (sic.) with the Isle of man steam packet to address their needs.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0150_001_190523	S47	Online form Q1	What information have you gathered so far about the current use of this area for shipping, in particular as regards to lanes used by Isle of Man ferries?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0150_004_190523	S47	Online form Q5	What about the Isle of Man ferries? What about the Isle of Man fishing boats which use this area?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement has identified an important scallop fishery within the Morgan Generation Assets Commercial Fisheries Study Area which is targeted by many Isle of Man vessels. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				lifetime of the project. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96) and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10).	
Morg_0151_001_190523	S47	Online form Q1	Please do not block or inconvenience the ferry/shipping routes between the Isle of Man and the UK. They need a wide corridor so they have route options according to conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0151_002_190523	S47	Online form Q5	Please do not block or inconvenience the ferry/shipping routes between the Isle of Man and the UK. They need a wide corridor so they have route options according to conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0151_003_190523	S47	Online form Q1.7	Please do not block or inconvenience the ferry/shipping routes between the Isle of Man and the UK. They need a wide corridor so they have route options according to conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0152_001_210523	S47	Consult Online	This proposal would cause major issues around travel to and from the Isle of Man - as a resident I feel if this project goes ahead we will lose out massively. It blocks our main sailing routes and is of no benefit to the island itself. Clearly this has not been considered when the plans were put forward	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0153_001_220523	S47	Online form Q1.7	This development will add danger and cost to the Isle of Mam [sic.] lifeline - ie the IOM Steam Packet company. as it will cause the Company to have to re-route vessels especially in bad weather - it is ethically wrong to obstruct a lifeline shipping route in this way. It is noticable (sic.) that you have deliberately omitted the Port of Heysham from your map	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0155_001_230523	S47	Online form Q1	Please reconsider moving wind farm away from Liverpool and Heysham pathways with the IOM Steam Packet. This is a lifelong service for the Isle of Man with food essentially. We have flights that are cancelled at a moments notice but the IOM Steam Packet is mostly a certainty. The Island has invested millions into the Liverpool landing site and our revenue bring money to Heysham. Why would you put this hazardous wind farm in the pathway? The Isle of Man contributes to the UK budget greatly, if this goes ahead it will show how much we matter to the UK. Please rethink the route and find a safer alternative for all.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0155_005_230523	S47	Online form Q5	Really bad for the IOM Steam Packet. The IOM residents life-line.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0155_006_230523	S47	Online form Q6	Please do not put this on our only routs to the UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0155_013_230523	S47	Online form Q1.7	Hazardous for the IOM Steam Packet.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0155_015_230523	S47	Online form Q1.9	Hazardous for IOM Steam Packet.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0155_019_230523	S47	Online form Q1.13	Would cause damage to IOM tourism if the boat could not sail and to IOM life getting students home from universities. Costly airfares would cause distress to families.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0156_001_230523	S47	Consult Online	Having listened to the webinar, and read other materials, in relation to the navigation channels to the IOM, what is the expected time impact on sailings in normal weather and the rough weather routes that they take/ would need to take if the project is successful?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0157_001_240523	S47	Consult Online	The Morgan windfarm sits directly on the current sailing route for the Isle of Man Steam Packet Company's twice-daily return sailings between the Isle of Man and Heysham, it also impacts the seasonal sailings between the Isle of Man and Liverpool. For this reason the project should not be approved. If it did not interfere with the routes then I would be supportive of it	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0157_002_240523	S47	Online form Q1.7	The Morgan windfarm sits directly on the current sailing route for the Isle of Man Steam Packet Company's twice-daily return sailings between the Isle of Man and Heysham, it also impacts the seasonal sailings between the Isle of Man and Liverpool. For this reason the project should not be approved. My main concerns are: 1. The safety of navigation for ships when sailing through the wind farm corridors. 2. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. 3. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Please consider the cumulative effects of all Irish Sea wind farm projects on the Island's lifeline routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0157_003_240523	S47	Online form Q5	See earlier comments re impact on the Isle of Man's lifeline sailign [sic.] routes	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0157_004_240523	S47	Online form Q6	see earlier comments on the impact it will have on the lifeline routes for the Isle of Man Steam Packet sailings	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0158_001_240523	S47	Online form Q1.7	I believe this is the only section I really understand and can comment on meaningfully. Any impact on navigation and safety of shipping must surely have a priority and be eliminated when ever possible, this should not be restricted by financial justifications at others expense.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The windfarm benefits must not be allowed to justify hardship or safety of others who might be affected.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0159_001_240523	S47	Consult Online	Pleased to see that Liverpool and Heysham are on the online map for consultation, but they were not on the printed postcard, nor was there any indication of the existing ferry routes. It would be useful to see the impact assessments that have been carried out on the windfarms and whether there is any negative impact on crossing times or the routes ferries take in bad weather. Our transport routes are cut off often enough due to weather, and this development shouldn't add to that risk, especially as the island doesn't appear to be benefiting from the power generated.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0160_001_240523	S47	Online form Q1.7	As an Isle of Man resident I have great concerns about this offshore development. I can only reiterate The primary areas of concern of the Isle of Man Steam Packet: 1.The safety of ships navigating through the wind farm corridors 2. The lack of open sea room for navigating in rough weather. The Steam Packet ships are a lifeline for the Isle of Man and this may cause cancellation of this vital service 3. The consequences of extra sailing distance imposed on lifeline routes. More fuel used so more cost and CO2 emissions. Negating any positive aspects of this development. Once again the Isle of Man is seen as inconsequential. It [sic.] The 4 applications MUST be seen in the whole and not as separate projects.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0160_002_240523	S47	Online form Q2	As above	The Applicant notes your response.	No
Morg_0160_004_240523	S47	Online form Q5	It interacts negatively particularly on commercial shipping.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0160_005_240523	S47	Online form Q1.7	Concerns as above. The maintaining of open shipping lanes is paramount to the existence of the Isle of Man and its population.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0161_006_250523	S47	Online form Q1.1	Danger to shipping lanes as totally disregarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0161_007_250523	S47	Online form Q1.2	Danger to IOM shipping lanes	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0161_008_250523	S47	Online form Q1.3	Danger to IOM shipping lanes	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0161_012_250523	S47	Online form Q1.7	Danger to IOM shipping lanes totally disregarded and cutting off this Island Community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0161_014_250523	S47	Online form Q1.9	Comment's [sic.] as previous danger and restriction to all activities	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0161_016_250523	S47	Online form Q1.11	Direct image to low level flying exercises and commercial travel to IOM	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts on aircraft operations, including low flying operations, are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	Yes
Morg_0162_001_270523	S47	Consult Online	As a resident of the Isle of Man and father of teenage children, I strongly support the development proposed and urge the parties to ensure minimal disruption to ferry routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0164_001_270523	S47	Online form Q1.1	This is clearly going to be a large contributor to the UK's clean energy programme - which is good. But it appears that it will adversely affect shipping routes, especially to and from the Isle of Man, both in reliability of connections and increased cost. Such adverse impact will inconvenience residents, but more importantly will impact food availability and cost, and affect the economy, particularly tourism.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0164_002_270523	S47	Online form Q2	Not sure that shipping routes have been properly considered	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0164_003_270523	S47	Online form Q3	Benefits the UK by giving clean energy and construction work. Little or no benefit to the Isle of Man, but significant negative impact from shipping disruption	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0164_004_270523	S47	Online form Q5	The impact on shipping routes does not seem to have been adequately assessed	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0164_007_270523	S47	Online form Q1.7	Adverse impact on reliability, speed and cost of ferry and freight shipping due to restrictions of available routes	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0164_008_270523	S47	Online form Q1.9	No listed benefit of these generating units to the Isle of Man - but likely significant adverse effects on transport	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0165_001_270523	S47	Online form Q1.7	Concerns as to routes for Isle of Man Steam Packet routes through/around the wind farms, particularly for bad weather sailings. Also to ensure that no increase in sailing time is due to siting of windfarms due to vessels rerouting.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0167_001_280523	S47	Online form Q1	We wish to express our deep concern that the proposed wind farm project extends into the Isle of Man Steam Packet's sea routes, both to Heysham and to Liverpool, and even more so will have a significant impact on alternative routes taken to and from both of these ports in rough weather. As you are aware, the Isle of Man Steam Packet operates 2 return crossings every day of the year apart from Christmas day. If the location of the windfarms goes ahead as planned, this will seriously disrupt the business of the Steam Packet, and cause serious impact to the economy of the Isle of Man. This needs to be taken into consideration, and the size of the windfarm amended accordingly.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0167_002_280523	S47	Online form Q5	We wish to express our deep concern that the proposed wind farm project extends into the Isle of Man Steam Packet's sea routes, both to Heysham and to Liverpool, and even more so will have a significant impact on alternative routes taken to and from both of these ports in rough weather. As you are aware, the Isle of Man Steam Packet operates 2 return crossings every day of the year apart from Christmas day. If the location of the windfarms goes ahead as planned, this will seriously disrupt the business of the Steam Packet, and cause serious	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			impact to the economy of the Isle of Man. This needs to be taken into consideration, and the size of the windfarm amended accordingly.	modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0167_003_280523	S47	Online form Q6	We wish to express our deep concern that the proposed wind farm project extends into the Isle of Man Steam Packet's sea routes, both to Heysham and to Liverpool, and even more so will have a significant impact on alternative routes taken to and from both of these ports in rough weather. As you are aware, the Isle of Man Steam Packet operates 2 return crossings every day of the year apart from Christmas day. If the location of the windfarms goes ahead as planned, this will seriously disrupt the business of the Steam Packet, and cause serious impact to the economy of the Isle of Man. This needs to be taken into consideration, and the size of the windfarm amended accordingly.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0167_004_280523	S47	Online form Q1.7	We wish to express our deep concern that the proposed wind farm project extends into the Isle of Man Steam Packet's sea routes, both to Heysham and to Liverpool, and even more so will have a significant impact on alternative routes taken to and from both of these ports in rough weather. As you are aware, the Isle of Man Steam Packet operates 2 return crossings every day of the year apart from Christmas day. If the location of the windfarms goes ahead as planned, this will seriously disrupt the business of the Steam Packet, and cause serious impact to the economy of the Isle of Man. This needs to be taken into consideration, and the size of the windfarm amended accordingly.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0168_001_280523	S47	Online form Q3	Living in Douglas I do not think this project will bring any benefits and I would just like my objection noted. I think this will have a detrimental impact on the Isle of Man transport links and could cause gearing off island to be even more difficult by limiting the routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0168_002_280523	S47	Online form Q5	Living in Douglas I do not think this project will bring any benefits and I would just like my objection noted. I think this will have a detrimental impact on the Isle of Man transport links and could cause gearing off island to be even more difficult by limiting the routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0168_003_280523	S47	Online form Q1.7	Living in Douglas I do not think this project will bring any benefits and I would just like my objection noted. I think this will have a detrimental impact on the Isle of Man transport links and could cause gearing off island to be even more difficult by limiting the routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0170_001_280523	S47	Online form Q1.7	I am an Isle of Man resident. I am opposed to this development because it will disrupt the Isle of Man Steampacket routes. While in good weather, there is a possibility of passing through this area, when the weather is rougher and the ships need to adjust their navigation, the windfarms will be an obstruction. I do not want to see our shipping lanes made dangerous by this development. I am concerned with the windmills themselves because it has not been demonstrated that these large structures, which have a short lifespan, can be disposed of in an environmentally suitable way, i.e. I don't believe they are biodegradable.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0170_005_280523	S47	Online form Q5	It would cause disruption and danger to the Isle of Man Steam Packet's routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0170_007_280523	S47	Online form Q1.13	As covered above, it will negatively impact on the Isle of Man's important trading link with England.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0171_001_290523	S47	Consult Online	Any windfarm between the Isle of Man and England must not obstruct the safe passage of vessels between the two landmasses and take into account the various routes which are required to be taken due to weather conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0171_002_290523	S47	Consult Online	Any windfarm between the Isle of Man and England must not obstruct the safe passage of vessels between the two landmasses and take into account the various routes which are required to be taken due to weather conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0172_001_290523	S47	Online form Q1.7	As a resident in The Isle of Man I am concerned this project will have a huge impact on travel in The Irish Sea when sailing conditions are not ordinary.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0173_001_290523	S47	Consult Online	The location of this windfarms is directly in the path of established shipping routes. Constructing it will endanger the lives of merchant seamen and passengers in passenger carrying vessels. It is totally and utterly unacceptable to construct these farms in the Irish Sea in the proposed locations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0174_001_290523	S47	Online form Q1	While being supportive of the need to reduce or eliminate the use of fossil fuels for energy, this cannot be allowed to serious impact the future of the Isle of Man and its people. The application of more intelligent and careful planning of windfarms in the Irish Sea will provide for the achievement of the goal of introducing more wind power without endangering our community. This statement below from the Isle of Man Steam Packet Company reflects my views on this issue:- 'KEY CONCERNS The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase the risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.'	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0174_002_290523	S47	Online form Q5	See above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0174_003_290523	S47	Online form Q1.7	See above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0175_001_290523	S47	Online form Q1	While being supportive of the need to reduce or eliminate the use of fossil fuels for energy, this cannot be allowed to serious impact the future of the Isle of Man and its people. The application of more intelligent and careful planning of windfarms in the Irish Sea will provide for the achievement of the goal of introducing more wind power without endangering our community. This statement below from the Isle of Man Steam Packet Company reflects my views on this issue:- 'KEY CONCERNS The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase the risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.'	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0175_002_290523	S47	Online form Q1.7	See above	The Applicant notes your response.	No
Morg_0176_001_290523	S47	Consult Online	This is a lifeline link. It's torture enough to make the sailing without wind farm interference. And who will be responsible when sailings cancelled because of bad weather and not being able to safely transverse the shipping route. Will you pay compensation for every holiday cancelled because of IOM steampacket Captains deciding travel is unsafe. It is a captains decision to travel in rough seas not a company CEO so you cannot guarantee sailings will not be affected. Safety concerns for navigation of ships when sailing through wind farm corridors. Lack of open sea room. Increase fuel usage leading to increasing travel costs and increase emissions. Will these emissions be added to UK levels and not IOM levels in statistics.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0177_001_300523	S47	Online form Q4	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0177_002_300523	S47	Online form Q5	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0177_003_300523	S47	Online form Q1	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0178_001_310523	S47	Online form Q1.7	Restrictions to shipping transport to and from the Isle of Man will affect our way of life by reducing travel in bad weather and increasing travel costs generally.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0178_002_310523	S47	Online form Q5	Anything that increases travel costs makes the iOM less commercially viable	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0179_001_310523	S47	Online form Q1.1	The Isle of Man residents will be affected financially if the sites cut across the travelling paths of the Manx boats making us have to pay higher costs with NO benefit to the Island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0179_002_310523	S47	Online form Q5	The Isle of Man residents will be affected financially if the sites cut across the travelling paths of the Manx boats, (which are the Island's lifeline and essential to us) making us have to pay higher costs and take greater risks. Poor weather for shipping will impact even more negatively on all island residents either through travelling time and/or the cost of living as shipping will be affected by the encroachment of 2 of the windfarm sites across the present shipping travelling corridors. The wind farms will be of no benefit to the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0179_007_310523	S47	Online form Q1.7	The Isle of Man residents will be affected financially if the sites cut across the travelling paths of the Manx boats, (which are the Island's lifeline and essential to us) making us have to pay higher costs and take greater risks And with NO benefit to the Island. The Island is particularly going to be both time and financially affected in poor weather when routes have to be changed. There would seem to be a blanket disregard for a whole nation of people. Navigation safety for all vessels having to be in the wind farm corridors.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0179_008_310523	S47	Online form Q1.13	see navigation above financially will cost more to /from the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0180_001_010623	S47	Online form Q1	I generally do not understand why this project is on a consultation level again. I have written my thoughts about it back in December 2022. It is presented in a way that UK needs more electricity, which could be the case but what about Manx residents, who are UK citizens as well. This project along with the other two: Morecambe and Mona will affect our lives	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			tremendously. All wind farms are on the way of our only connection route by the sea with the UK, which means the weather and the farms will prolong the ferry trip from Heysham to Douglas, the trip will be more expensive and bearing in mind during the winter time it is the only sea option for the connections with the UK.	frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0180_005_010623	S47	Online form Q5	As I mentioned above it will put a huge negative impact on all mentioned above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0180_013_010623	S47	Online form Q1.7	The project will interfere with shipping and navigation making the trip to the Isle of man longer and unpredictable.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0180_019_010623	S47	Online form Q1.13	It will badly affect these areas for the isle of Man. Who would travel to the IOM if the ferry trip becomes longer and more expensive?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0182_001_010623	S47	Consult Online	The Morgan windfarm looks to cause a problem for the Heysham to Douglas ferries, lying directly in their path.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0183_001_010623	S47	Online form Q1.7	I support the increase in renewable energy generation to mitigate climate change but am concerned that the location of the proposed windfarms will interfere with the Isle of Man ferry routes,. Please can you give reassurance that you have engaged with the IoM Steam Packet Company Ltd to ensure wider corridors are planned to reduce possible disruption to our lifeline shipping route, especially the bad weather alternative route.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0183_002_010623	S47	Online form Q5	This is my main area of concern - see comment above and please ensure the Isle of Man shipping routes are maintained.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0184_001_020623	S47	Online form Q1	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0184_002_020623	S47	Online form Q5	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0184_003_020623	S47	Online form Q1.7	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0185_001_020623	S47	Online form Q1	Dear Sirs, We would refer you to your offer to supply feedback in the May 26th edition of the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Courier. We would like to make comment on all three proposals that is /morgan, /morecambe, /transmission. We have no expertise, but feel involved in the projects and how they might affect life on our beautiful Island. Particularly the effect on the routes sailed by The Isle of Man Steam Packet. We understand that The Steam Packet are seriously concerned about your proposals and just wanted to add that The Steam Packet represents the people of the Isle of Man with their main lifeline. So we would seriously urge you to listen carefully to what The Steam Packet are saying and consider what they say as representing the people of the Isle of Man. Thank you for your attention. Sincerely. John & Trish Guilford.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0186_002_020623	S47	Online form Q5	At no point should any of the Isle of Man ships going to and from the mainland be hindered, such as change of route or extra time taken to travel by ship, as it is such a vital lifeline, and also already expensive, to travel on and receiving supplies such as food as prices are already higher than UK and in case of fruit and veg a day older at least before we get them.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0186_003_020623	S47	Online form Q1.7	At no point should any of the Isle of Man ships going to and from the mainland be hindered, such as change of route or extra time taken to travel by ship, as it is such a vital lifeline, and also already expensive, to travel on and receiving supplies such as food as prices are already higher than UK and in case of fruit and veg a day older at least before we get them.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0187_001_020623	S47	Online form Q1.1	My main concern as an Isle of Man resident is the potential impact on the Steam Packet routes to Heysham and Liverpool as the proposed wind farms and the existing Walney array will cause problems, particularly in bad weather, and may cause more sailing cancellations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0187_003_020623	S47	Online form Q4	As in previous answers I have concerns about disruption to shipping, especially Isle of Man ferries and disturbance of fishing grounds and wildlife.	Over time, the build out of low carbon technologies – including our potential combined 5.9GW UK offshore wind capacity – will help increase homegrown renewable capacity in the UK and contribute to reducing dependency on power production technologies susceptible to price change.	Yes
Morg_0187_004_020623	S47	Online form Q5	As in previous answers, concerns about disruption to Isle of Man ferries and fishing boats. The Steam Packet Company has raised serious concerns about the possible affect on journey times and possible extra cancellations in bad weather. This will have a major effect on residents and businesses on the Isle of Man as well as increasing carbon emissions from the vessels.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0187_010_020623	S47	Online form Q1.7	Potential to disrupt sailings to the Isle of Man especially during bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4 , Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0187_014_020623	S47	Online form Q1.13	Possible disruption and longer sailing times (increased fares) for the Steam Packet vessels.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0188_002_030623	S47	Online form Q1	2, You map suggests that you intend to create to danger to the ferry routes from both Heyham [sic.] and Liverpool to Douglas and Belfast	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0191_001_030623	S47	Online form Q1	As an Isle of Man resident I have the following concerns, particularly in relation to the IOM to Heysham route - The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_002_030623	S47	Online form Q5	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0191_003_030623	S47	Online form Q6	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_004_030623	S47	Online form Q1.7	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_005_030623	S47	Online form Q1.9	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0191_007_030623	S47	Online form Q1.12	If more fuel is consumed on the four crossings a day on IOM to UK route any impact could be negated. Has this been fully worked out - are there calculations you can share?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0192_008_030623	S47	Online form Q1.13	This could have a massive impact on IOM, making the IOM even more difficult to travel to and this would impact - economic impacts - less available workforce, less tourism	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0193_001_030623	S47	Consult Online	I object due to the adverse eco impact on the Isle of Man shipping lanes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0194_001_030623	S47	Consult Online	While I am very supportive of green energy, including windfarms, Morgan sits in the middle of the Isle of Man sea routes to England. . The Steam Packet sailings are not 'nice to have', they are the way we get the supplies that enable us to live. The Irish sea is often rough (increasingly so with climate change) and the captains need to choose the best routes for safety and to keep fuel use, and therefore emissions, as low as possible. Have you been on the Manx boat in bad weather? Have you spoken to the captains? Morgan as currenty [sic.] mapped is unacceptable because it pays little or no regard to our vital shipping routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0195_001_030623	S47	Consult Online	Is there any way the sites can be placed so as to not disrupt the flow of shipping to the Isle of Man? Your sites are liable to cause huge problems for our ability to use a lifeline to our Island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Offshore Wind Project has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0196_001_030623	S47	Consult Online	The Isle of Man Steam Packet is vital to residents of the Isle of Man. These wind-farms will have a detrimental impact on the available routes for the vessels. The Morgan windfarm is planned on the route used from the Isle of Man to Heysham. I am against this proposal.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0197_001_030623	S47	Consult Online	This wind farm appears to be on the main shipping route between the Isle of Man and England. This is totally unacceptable for the Iske [sic.] of Man as they will not benefit from the wind power and their journey time may be disrupted.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0198_001_030623	S47	Online form Q5	Impact on shipping as mentioned in my previous comments	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0198_002_030623	S47	Online form Q1	I do not have a problem with wind turbines at all but to put them across the shipping lanes between the Isle of Man and England will affect the Manx travellers and the economy of the island detrimentally. It is already expensive and a long journey by boat and in certain seas the ferries have to change course to be able to sail - it is such an important and vital link for islanders to get to the UK and beyond with a vehicle especially if you travel with pets as no airlines will carry pets between the two islands. Please reconsider your sighting of the turbines so that the shipping routes are not affected.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0199_007_040623	S47	Online form Q1.7	I'm concerned that a substantial physical barrier will be presented at sea and consequently a large navigational hazard, in an area already overcrowded with wind farms. This will affect any vessels attempting to transiting the Irish Sea, not least of which being the Isle of Man Steam Packet ferries, especially in bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0199_008_040623	S47	Online form Q1.8	In addition to the issues I've mentioned in other other points, I have concerns about (1) disruption to ferry and sea-freight services to and from the Isle of Man, and (2) disruption to the fishing industry in the Irish Sea, both Isle of Man and UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application (see Document J10). Mitigation and monitoring commitments are set out within the Environmental Statement chapters (see Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement) and Mitigation and Monitoring Schedule (Document J6).	Yes
Morg_0199_010_040623	S47	Online form Q1.10	In conjunction with the navigational hazard presented by particularly the Mona and Morgan OSWFs, one could very easily be left with the thought that the proposed site was chosen deliberately in order to inconvenience and offend Islanders and disrupt our mutual trade, tourism and assistance with the UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0199_011_040623	S47	Online form Q1.11	I'm concerned about the danger to, and consequent disruption of, established low-level air-medical emergency and air-sea rescue corridors to and from the Isle of Man and the UK.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0201_001_040623	S47	Online form Q1	Good Afternoon, My main concerns relate to the impact on the Isle of Man's strategic routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0201_005_040623	S47	Online form Q6	The key concern relates to the impact on the strategic 'lifeline' routeway between the Isle of Man and the UK	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0201_012_040623	S47	Online form Q1.7	The consultation documents suggest there will be significant adverse cumulative effects on commercial operators (strategic routes and lifeline ferries), restriction of adverse weather routes and increased vessel to vessel collision risk. There is little or no detail about suggested mitigation such as area boundary changes. Suggested increases in the navigable width of the corridor between wind farms appear to be very small given the significant identified risks of collision and impact on bad weather routes. Restriction to navigation will prevent ferries from taking current bad weather routes and consultation documents predict that ferry cancellations due to bad weather will increase by 30% on the Douglas to Heysham route and by 35% on the Douglas to Liverpool route. These are unacceptably high increases. Such cancellations tend to be concentrated in the winter months and could cause major and long-term disruption to the supply of essential goods and travel.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				(Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0201_014_040623	S47	Online form Q1.9	Impact on the strategic transport links between the IOM and UK. Travel times of ferries during heavy seas will also be significantly increased due to the presence of the arrays. Projected additional crossing time in bad weather of at least 27 minutes for the Mannan Douglas to Liverpool route and at least 17 minutes for Ben My Chree Douglas to Heysham route are significant. Such additional time at sea is unacceptable, especially considering that passengers are likely to be in discomfort during rough seas. Minor injuries and damage to vehicles seems more likely to happen. The standard route from Heysham to Douglas will increase by 1.1 nautical miles (and the Liverpool to Douglas by 0.4 nm). With several sailings per day all year round there will be a cumulative impact on carbon emissions linked to the Isle of Man due to additional distances travelled. Increases in bad weather steaming times are more significant and will have a greater impact on Carbon emisssissions. [sic.]	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0204_001_040623	S47	Online form Q1.1	The safety of ships trying to navigate their way through the proposed sites is a real concern. You state you have assessed the impact as not significant - that might be your perception however the routes between the Isle of Man & the UK are our island's lifeline. There's no open sea room for rough weather routes meaning our lifeline is more at risk of cancellation. I am not against wind farms as I believe that we should harness natural resources but I do believe this consultation is just a "tick box" exercise & the Isle of Man doesn't actually matter to you.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0204_002_040623	S47	Online form Q3	Whilst I am in favour of harnessing natural resources such as the power of the wind, sea & solar I see no benefit to the Isle of Man in this project at all. In fact as an island community our lifeline ferry route is at risk of more cancellations, longer journeys & increased costs.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0204_003_040623	S47	Online form Q5	Negative impact on lifeline ferry route	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0204_004_040623	S47	Online form Q1.7	Please see above	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0206_001_040623	S47	Online form Q1.7	This project is a terrible idea in its current location. While I am very aware of the benefits of wind farms and fully support them in theory, it seems that no consideration whatsoever has been given to residents of the Isle of Man as this would create a significant barrier to the ability to travel via the Steam Packet and would either limit travel or add significantly to the journey time. This route provides an essential lifeline to the Isle of Man, in terms of travel for residents and freight delivery, so any obstacle or hindrance to this service is completely unacceptable and is, at best, short-sighted, or at worst, showing a complete disregard for the residents of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0206_002_040623	S47	Online form Q6	This project is a terrible idea in its current location. While I am very aware of the benefits of wind farms and fully support them in theory, it seems that no consideration whatsoever has been given to residents of the Isle of Man as this would create a significant barrier to the ability to travel via the Steam Packet and would either limit travel or add significantly to the journey time. This route provides an essential lifeline to the Isle of Man, in terms of travel for residents and freight delivery, so any obstacle or hindrance to this service is completely unacceptable and is, at best, short-sighted, or at worst, showing a complete disregard for the residents of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0207_001_040623	S47	Online form Q1.7	As an IOM resident I am very concerned about the cumulative effects of the Irish Sea wind farms. They offer no benefits to the IOM, just negatives in terms of visual impact and potential disruption to our shipping routes. This is not only in terms of increased journey times, but the potential for more cancelled sailings - especially during periods of bad weather. The ferries are an essential service for residents and businesses alike. There is currently a proposal to	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			change the postal service from air to sea transportation. If this actually goes ahead, it will make any negative effects on the ferry service considerably worse.	modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0209_007_070623	S47	Hardcopy form Q6	In addition, sea travel what mitigations have been identified to reduce the effects further (Morecambe offshore windfarm generation assets) consultation brochure page 19	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0209_009_070623	S47	Hardcopy form Q1.7	Steam Packet routes lifeline for the Island for people travelling and more importantly delivery of supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0222_001_200923	S47	Email	I received a letter stating due to a technical error you could not capture my response to question 1.14 of my feedback Unfortunately I did not take a copy of my answers and June is quite awhile ago now. To attempt to re-answer the question, I would say no development should be permitted that impacts current journey routes between Heysham and Liverpool to the Isle of Man, either in time it takes or extra costs by going a different/longer route due to windfarm expansion. The sea route is vital to the existence of transport on and off the Island, such as food, post and other goods. Travel times to places outside the UK are already longer than for people in the UK as an extra day is usually allowed either side of any holiday if travelling by boat to the UK, so I also wouldnt want this to be made worse. There has this summer been issues where the airport has been closing 5 times a day and I believe it is now 2 times a day, so that's not a reliable mode of transport, and if the shipping goes is made worse, how do we get good over or travel reliably. I also dont believe windfarms are product enough and arent worth the money invested into the infrastructure, and I believe only return 30% of cost. It may help the UK meet its renewable energy quota but the IOM is not part of the UK. The IOM is also an UNESCO biosphere. If the IOM has territorial rights for 12 miles off it shoes, the UK should have the same so a windfarm should be inside that and not block any shipping lanes. When the weather is poor especially in winter the boats have to take different routes so you just cant put a windfarm in location X hoping a boat doesnt need to go near it as in poor weather and depending upon wind direction it may need to when it wouldn't normally. We cant go 5 days without suppliers for example; about a year or two ago we went 4 days, it was bad.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0225_001_130923	S47	Hardcopy	I am a supporter of renewable energy and have no quibble with the building of wind farms in the Irish Sea. My concern is with the sitting of the Morgan & Mona projects which will significantly impact the future of our island. I attach a copy of the Isle of Man Steam Packet 'key concerns' which I endorse. Key Concerns: The safety of navigation for ships when sailing thorugh the wind farm corridors; the lack of open sea room for naviating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods; the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0226_001_130923	S47	Hardcopy	I am a supporter of renewable energy and can see the benefit of building wind farms in the Irish Sea. My concern is the siting of the Morgan & Mona projects which would appear to significantly impact the vital sea route links to the Isle of Man. These are laid out in the Isle of Man Steam Packet's key concerns which I agree with. Key Concerns: The safety of navigation for ships when sailing thorugh the wind farm corridors; the lack of open sea room for naviating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods; the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0227_001_100923	S47	Letter	Thank you for your letter on 25 August. My main concerns regarding Human health are as follows:- 1. Possible disruption and increased cancellation of sailing of Steam Packet and other shipping to the Isle of Man during bad weather as the proposed wind farms appear to block the existing bad weather routes. 2. Possible adverse affects on commercial fishing in the area of the proposed wind farms. I do not think the proposed wind farms will affect human health due to the wind turbines being visible from the Island as most residents are used to seeing existing wind farms in the distance. Hopefully there will be some local benefit to the Island in terms of employment opportunities, either on or off shore.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	
Morg_0228_001_270423	S47	FREEPOST	The placing of Morgan, Morcambe [sic.] and Mona wind farms will affect the IOMSPC routes in bad weather by not having enough 'sea room' to navigate through them. Will the IOMSPC or IOM Government be compensated for this, as well as the loss of fishing grounds. Also what effect will they have on sea birds in the area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	Yes
Morg_0229_001_190523	S47	FREEPOST	The letter write is a Manx born Island resident. I have expensive experience of passenger consultations having been Chair of the Rail Passengers Committee for North West England from 1998-2005 and Chair of TravelWatch Isle of Man from 2007-2022. Consequently, when I refer to the views of passengers, I am reflecting on long experience of listening to and reading about passenger views.	The Applicant notes your response.	No
Morg_0229_002_190523	S47	FREEPOST	I support the principle of building windfarm capacity to help counter climate change. However, I also consider that in designing specific new offshore Windfarms in the North Irish Sea, full account needs to be taken about their impact on existing shipping routes. One of the most important shipping operators in the North Irish Sea is the Isle of Man Steam Packet Company.	Impacts to ferry route are assessed in the NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop.	No
Morg_0229_003_190523	S47	FREEPOST	It is no accident that a book in the nineteen seventies to mark 150 years of the Steam Packet Company was titled “Island Lifeline”. For both passenger and freight services, the Steam Packet provides an essential service to the Island, residents and visitors. As your researchers may know, the Steam Packet has to have a range of options available for routing their sailings during challenging weather conditions. So ensuring the continuation of the lifeline service to the Island means that a variety of routes – depending on weather conditions – need to be protected. The detail of those existing necessary options will be for the Isle Of Man Steam Packet Company and the Isle of Man Government to define.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0229_004_190523	S47	FREEPOST	Even with a range of weather routes, climatic conditions will occasionally force the cancellations of sailings – for example storm force winds and – at the other end of the weather range – very poor visibility. Full account needs to be taken by the developers of the range of weather experienced in the North Irish Sea and the difficulties it presents for shipping. The objective of those planning the Morgan Windfarm development should be to ensure that the Windfarm development does not impose any further interruptions to shipping services than exist at present.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0229_005_190523	S47	FREEPOST	In working towards that end, full account needs to be taken of the impact of the other two windfarm developments in the North Irish Sea – Mona and Morecambe. It is curious that the three adjacent developments are not being considered together – at least for their potential impact on shipping. In addition to not imposing any further interruptions to service, the proposed new Windfarms should not require the Steam Packet to have to deviate from existing shortest and most economical routes. If we are serious about tackling climate change, it would be nonsense to require existing shipping to use more fuel and incur more cost because of diversions caused by Windfarm development.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0229_006_190523	S47	FREEPOST	From a passenger perspective, research evidence shows that passengers require services which are reliable, punctual and affordable. It follows that any Windfarm development should avoid adding any cost, delay or reduced reliability on the Steam Packet Company's services. Passengers will expect the Windfarm developers to pay special attention to achieving the objective of not adding any cost, delay or reduced reliability to the existing sea services. Passengers are also likely to seek assurances that these objectives are agreed and that the public are kept up to date with progress on meeting these objectives by regular accessible public information.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0229_007_190523	S47	FREEPOST	From an Isle of Man resident's perspective, the current freight options are also crucial for supplying essential goods to the Island's retail and other outlets in a timely fashion. As a resident I seek an assurance that the development of Windfarms will not add cost or delay to our Island freight services and that the Steam Packet will be able to at least maintain existing reliability. Because the Island has a long established and well developed Tourist Industry, very many people from within the British Isles and from Europe use Steam Packet Services for major events such as the TT races. This peak of shipping activity is a vital component of the Island's economy and must not have additional costs, delays or increased reliability issues imposed on passengers because of the development of Windfarms.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0229_008_190523	S47	FREEPOST	In developing plans for the Morgan Windfarm, I expect the Windfarm Developers to engage fully with the Isle of Man Steam Packet Company and the Isle of Man Government and to	The NRA and Shipping and Navigation assessment have been developed through continued engagement with key stakeholder including all	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			take full and proper account of any issues raised by those organisations. I also expect the developers to take full account of passenger representations from the wider travelling public based both on and off Island.	commercial ferry operators in the Irish Sea. There has been ongoing stakeholder and master mariner input through navigation simulations and hazard workshops and broader stakeholder engagement throughout the preparation of the assessment via the Marine Navigation and Engagement Forum.	
Morg_0229_009_190523	S47	FREEPOST	This note is primarily concerned with the services provided by the Isle of Man Steam Packet Company but the principles outlined in this note should apply to other established shipping interests. In summary, I expect the developers of th [sic.] Morgan Offshore Windfarm to fully respect the existing shipping routes of the Isle of Man Steam Packet Company and that any proposals for developing new Windfarms do not impose any additional costs, delays or increased reliability issues on the Steam Packet Company. I also expect the developers to provide regular updates on these issues that are easily publicly accessible so that the Manx Public are kept up to date with progress.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0230_001_300523	S47	FREEPOST	I write as someone who is very much in favour of offshore wind power, and see obvious benefits in exploiting the Irish Sea for this purpose. However, I cannot stress too much the importance of maintaining a direct, navigable sea lane between Douglas and Heysham and Douglas and Liverpool. These two ports are effectively the Island's lifeline, carrying not only passengers but the essential freight that allows the Isle of Man to function. A diversion around a windfarm will add significant extra cost and environmental damage from fuel consumption, even with the latest ship in our fleet. If we were talking about an onshore development, I would argue that the Isle of Man - Liverpool route has been in continuous use by the Steam Packet since 1830 and that they would be able to claim a right of way over the route. Sadly, this principle does not seem to be enshrined in marine consenting. It is essential that the Isle of Man has access to a direct, navigable sea lane, with sufficient width to accommodate challenging wind, tide and fog conditions without undermining vessel safety.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0231_001_020623	S47	Consult Online	In response to the Consultation, Seatruck Ferries Ltd: Strongly objects to the development of the Morgan, Mona, and Morecambe Wind Farms and associated transmission assets for the following reasons:	The Applicant notes your response.	No
Morg_0231_002_020623	S47	Consult Online	<u>1. Safety of life and safe navigation:</u> 1.1 The presence of the Morgan, Mona and Morecambe wind farms pose a severe risk to the safety of Company vessels, and hence the safety of those on board, in the event vessels become 'not under command' as defined by the International Regulations for Preventing Collisions at Sea.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The NRA for the ES has concluded that following the changes to the Morgan Potential Array Area made post-PEIR, all hazards associated with the Morgan Generation Assets have been reduced to either Medium Risk – Tolerable if ALARP or Broadly Acceptable. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0231_003_020623	S47	Consult Online	1.2 Company vessels will be hampered by the presence of wind turbines in complying with the International Regulations for Preventing Collisions at Sea, particularly for vessels bound to/from Heysham and Warrenpoint. In complying with the Regulations, vessels strive to keep their starboard sides clear to be able to react effectively to avoid close-quarters situations. The southern infringement of the Morgan Wind Farm and the northern infringement of Mona will hamper vessels in being able to meet this basic act of good seamanship.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The NRA for the ES has concluded that following the changes to the Morgan Potential Array Area made post-PEIR, all hazards associated with the Morgan Generation Assets have been reduced to either Medium Risk – Tolerable if ALARP or Broadly Acceptable. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0231_004_020623	S47	Consult Online	1.3 the Company is concerned that the cumulative presence of the Morgan, Mona and Morecambe Wind Farms will create traffic conflicts, previously not generally experienced.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The NRA for the ES has concluded that following the changes to the Morgan Potential Array Area made post-PEIR, all hazards associated with the Morgan Generation Assets have been reduced to either Medium Risk – Tolerable if ALARP or Broadly Acceptable. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0231_005_020623	S47	Consult Online	1.4 During summer months recreational vessels are encountered requiring the vessel to deviate from course in order to maintain safe navigation and allow sufficient sea room to pass. Fishing vessel can be encountered year-round and again requirements mean vessel to allow sufficient sea room to pass. Passing recreational and fishing vessels adds additional distance and time on to the sea passage.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. Volume 4, Annex 7.1: Navigational risk assessment of the Environmental Statement assessed seven collision hazards which occurred during the construction phase of the Morgan Generation Assets. Of these hazards, three were scored as Medium Risk – Tolerable if ALARP, namely, the risk of collision between a ferry/passenger vessel or cargo/tanker and a small craft (such as fishing, recreational or project vessel), the risk of collision between a ferry/passenger and a cargo/tanker or other ferry/passenger and the risk of collision between two small craft.	Yes
Morg_0231_006_020623	S47	Consult Online	1.5 Response times to a marine casualty may be significantly increased due to wind farm location if a vessel is planning a route to the casualty as vessels may have to circumnavigate the wind farm to reach the casualty.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The NRA for the ES has concluded that following the changes to the Morgan Potential Array Area made post-PEIR, all hazards associated with the Morgan Generation Assets have been reduced to either Medium Risk – Tolerable if ALARP or Broadly Acceptable. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0231_007_020623	S47	Consult Online	1.6 Radar interference has been seen on radar equipment saturating the area of windfarm and therefore possible to obscure the location of small craft within the field. See below which is an example of interference on radar due to objects such as a wind farm. it has been seen that a vessel with poor radar reflective properties or lacking in AIS transmission is difficult to detect via radar equipment and therefore can be missed until within visual range and can be difficult to differentiate as above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The impact on recreational craft passages and safety is assessed in section 7.9.10 of the chapter (Volume 2, Chapter 7)	No
Morg_0231_008_020623	S47	Consult Online	1.7 All above points with the exception of 1.4 and 1.6 were proved to be to be the case when conducting simulations at HR Wallingford on 8th and 9th September 2022. Further simulations are planned for 22nd and 23rd June 2023.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. Full bridge navigation simulations were undertaken with Seatruck in June 2023. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No
Morg_0231_009_020623	S47	Consult Online	1.8 This consultation period is ending before the second round of navigation simulations take place. The consultation period should be extended until all stakeholder ferry companies have	Consultation has continued with shipping and navigation interests through the Marine Navigation Engagement Forum and full bridge navigation simulations were undertaken with Seatruck in June 2023. This is discussed	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			completed their simulations taking place during June 2023 at HR Wallingford. Seatruck navigation simulations are scheduled for 22nd and 23rd June 2023.	in Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement and Volume 4, Annex 7.1: Navigational Risk Assessment of the Environmental Statement. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	
Morg_0231_010_020623	S47	Consult Online	2. The Crown Estate Award Process: 2.1 The planning and consultation in respect of the Morgan, Mona and Morecambe Wind Farms does not encompass the likely impacts and interrelations with other Irish Sea Potential Developments Areas such as those proposed off the Isle of Man and Irish coast. The Company feels that such an approach does not adequately serve the Consultation effectively.	The Applicant notes your response.	No
Morg_0231_011_020623	S47	Consult Online	2.2 The Crown Estate should not have awarded leases for offshore wind farms without talking to ferry operators and other users of the marine environment first.	The Applicant notes your response.	No
Morg_0231_012_020623	S47	Consult Online	2.3 If the Crown Estate had looked at AIS data would the Morgan, Mona and Morecambe sites have been awarded. We do not support the process of building wind farms in the middle of well-established and vital ferry routes.	The Applicant notes your response.	No
Morg_0231_013_020623	S47	Consult Online	3. Commercial impact: 3.1 Company vessels will have restricted options to divert from the main passage plan due to stress of weather and therefore may not be able to achieve the Company's schedules. Consequently, voyages may be cancelled and the financial impact on the Company will be severe. The effect of such cancellations on customer confidence will be detrimental to the Company's future business prospects.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The impact to commercial operators is assessed in section 7.9.3 of the chapter (Volume 7, Chapter 7). It is concluded as Minor which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules.	Yes
Morg_0231_014_020623	S47	Consult Online	3.2 Costs due to increased voyage distance – the infringement of the southern edge of the Morgan Farm will not allow Company vessel to follow the existing passage plan from Heysham and Warrenpoint and consequently voyage distances will increase. Such increased voyage distances will increase operating costs in terms of fuel and running hours and hence maintenance and servicing. Such extra operating costs will have a detrimental impact on the viability of operating a Heysham/Warrenpoint service.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The potential impact on commercial operators is assessed in section 7.9.3 of the chapter (Volume 7, Chapter 7). It is concluded as Minor which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	
Morg_0231_015_020623	S47	Consult Online	3.3 Ferries operate to tight schedules and commercial viability is not covered. Normal port turn around alongside is within the tidal constraints of the port (Heysham) which is normally 4hrs on the berth. Normal activities are arrival on to berth including manoeuvring, the discharge of the vessel (approximately 2hrs of the total port time) over four decks of the vessel and the loading operations of the vessel (the approximate remaining port time 2hrs) over four decks of the vessel. Once cargo operations are completed then the departure of the vessel from port to seaward. Schedule is based on the hight of tide that is safest for the vessel to enter and leave with sufficient under keel clearance. If the vessel has been delayed due to weather conditions, then there is the possibility of a short port turn around to get the vessel sailing on a weather route to maintain a service if it is safe to do so, equally if the vessel is delayed on the berth for any reason during cargo operations sailing may be delayed till the next tidal window.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The potential impact on commercial operators is assessed in section 7.9.3 of the chapter (Volume 7, Chapter 7). It is concluded as Minor which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	Yes
Morg_0231_016_020623	S47	Consult Online	3.4 Our Dublin route is time constrained due to recent terminal change which has had a significant impact on channel transit and the legal hours of rest for the crew.	The Applicant notes your response.	No
Morg_0231_017_020623	S47	Consult Online	3.5 If there are any time increases that result in a loss of one or more sailing per day this could make the operation uneconomic.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. The potential impact on commercial operators is assessed in section 7.9.3 of the chapter (Volume 7, Chapter 7). It is concluded as Minor which is not significant in EIA terms. A minor rather than moderate effect has been determined given the minimal increase in journey times which are within the existing natural variation of operator schedules. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	
Morg_0231_018_020623	S47	Consult Online	4. Environmental impact: 4.1 The burning of extra fuel to achieve the Company's schedule detracts from the Company's obligation to minimise environmental damage.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	Yes
Morg_0231_019_020623	S47	Consult Online	4.2 With the introduction of the Carbon Intensity Indicator (CII) regulations all ships are required to meet emission targets. Ships failing to meet the target may suffer a direct impact on charter decisions, values, financing, and insurance. Any increase of fuel burn will have a direct impact on the vessels CII.	The Applicant notes your response. Engagement has continued with SeaTruck to discuss the findings of the CRNRA and address residual concerns in relation to shipping and navigation.	No
Morg_0065_187_020623	S42	Email	The comments and feedback, relate to concerns, which have been identified following an Impact/Risk Assessment regarding the potential increase in risk to the interconnector, through the construction and operational phases of the proposed Wind Farm.	The Applicant notes your response and has responded to key points below.	No
Morg_0065_188_020623	S42	Email	Third party damage - Vessels engaged in the construction and maintenance utilise Douglas Harbour increasing the potential for vessels anchoring in the vicinity of Douglas Bay. Level of concern - Medium Comments - Request developer ensures robust protocols are in place to highlight the existence and positioning of the interconnector to all vessel engaged in the supply chain.	Potential impacts associated with other sea users are presented in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement (Document Reference F2.9). The Applicant has committed to the development of and adherence to a Vessel traffic management plan. An outline of this plan has been submitted as part of the Application (Document Reference J16). The plan details anchoring considerations including charted hazards.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0232_001_170523	S47	Email	A very good service is provided by the ferries and freights between I.O.M and the U.K. In order to maintain this service shipping needs to be able to have a port diversion route in extreme weather conditions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

D.24.14 Marine archaeology table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0051_001_310523	S42	Email	We are aware that the PEIR supplied to us is informed by the Scoping Opinion received from the Planning Inspectorate in July 2022. We are also aware that this PEIR is produced in reference to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and the requirement on the developer to consult Historic England under Section 42 of the Planning Act 2008. Furthermore, we understand that this project has been scoped into the “Pathways to 2030” workstream of the Offshore Transmission Network Review (OTNR). We appreciate that it is an objective of OTNR to consider, simplify and wherever possible facilitate collaborative approach to offshore wind projects connecting to the UK National Grid. As you may be aware, Historic England is the Government’s advisor on all aspects of the historic environment in England. Historic England’s general powers under section 33 of the National Heritage Act 1983 were extended (via the National Heritage Act 2002) to modify our functions to include securing the preservation of monuments in, on, or under the seabed within the seaward limits of the UK Territorial Sea adjacent to England. We also provide our advice in recognition of the English marine plan areas (inshore and offshore), as defined by the Marine and Coastal Access Act 2009 and the objectives and policies of published Marine Plans.	The Applicant notes your response	No
Morg_0051_002_310523	S42	Email	•The PEIR explains that an Outline archaeological Written Scheme of Investigation (WSI) is to be produced and we encourage the applicant to discuss the scope of the WSI prior to DCO application; • The PEIR explains that the geophysical data obtained for this project in 2021 and up to March 2022 were considered sufficient to characterise the proposed development area; and • We are aware that survey data analysis is ongoing of geophysical and geotechnical survey data acquired in 2022 and that further archaeological and geoarchaeological interpretation should be included within the Environmental Statement (ES).	The approach to the Outline WSI and preliminary results of ongoing surveys have now been discussed with stakeholders including Historic England through the AHEF. All archaeological assessment of available survey data is presented within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and Volume 4, Annex 8.1: Marine Archaeology Technical Report of the Environmental Statement (Document Reference F4.8.1). An Outline written scheme of investigation for archaeology has been submitted with the Application (Document Reference J14).	No
Morg_0051_003_310523	S42	Email	Volume 1, Chapter 3 Project Description We understand that Energie Baden-Württemberg AG (EnBW) and ‘bp’ are jointly developing the Morgan Offshore Wind Project. We are aware that the proposed Morgan array area could contain up to 107 Wind Turbine Generators with a maximum blade tip height above LAT of 324m and located 22.3km (12nm) from the Isle of Man and 36.3km (19.6nm) from the northwest coast of England. The array area will be entirely within the English North West Offshore Marine Plan Area. We note that the Morgan Offshore Windfarm will share a grid connection location at Penwortham (Lancashire) with the proposed Morecambe Offshore Windfarm, which will be subject to a joint Transmission Assets DCO application. We are aware that this PEIR will address the following components of the proposed Morgan Generation Assets comprising: • Wind Turbine Generators (WTGs); • foundations designs (e.g. monopile, pin-piled jacket and suction bucket jacket); • scour and cable protection; • inter-array cables; • interconnector cable between Offshore Substation Platforms (OSPs); and • Four OSPs.	The Applicant notes your response and confirms that Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3) has been updated since the PEIR.	No
Morg_0051_004_310523	S42	Email	The PEIR sets out that pre-construction site investigation surveys will be undertaken to provide detailed information on seabed conditions, morphology and to identify the presence/absence of any potential obstructions or hazards. We appreciate that such action is required to determine geotechnical conditions on and within the seabed.	The Applicant notes your response	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0051_005_310523	S42	Email	We appreciate the explanation that “pre-construction site investigation surveys” are likely to include geophysical and geotechnical surveys as relevant to the (proposed) development area for WTGs, OSPs and electricity cable routes. We also appreciate the relevance of geophysical survey to support UXO investigations and for mapping dynamic bedforms and boulders and sub-seabed sedimentary conditions, and that such mapping requires corroboration with geotechnical surveys. However, the selection of “specific locations within the Morgan Array Area” (Section 3.6.2) should be discussed with Historic England so that palaeo-environmental objectives are effectively included within an Outline WSI. Paragraph 3.6.2.2 describes the geophysical site investigations to be inclusive of: • Multi-Beam Echo-Sounder (MBES); • Side Scan Sonar (SSS); • Single Beam Echosounder (SBES); • Sub-Bottom Profilers (SBP); • Ultra High Resolution Seismic (UHRS); and • Magnetometer.	The approach to the Outline WSI and preliminary results of ongoing surveys have now been discussed with stakeholders including Historic England through the AHEF. Any requirements for pre-construction survey are covered within the Outline Offshore WSI for Archaeology (Document Reference J14).	Yes
Morg_0051_006_310523	S42	Email	Paragraph 3.6.2.3 describes geotechnical site investigations to be inclusive of: • Boreholes; and • Vibrocores.	The approach to the Outline WSI and preliminary results of ongoing surveys have now been discussed with stakeholders including Historic England through the AHEF. Any requirements for pre-construction survey are covered within the Outline Offshore WSI for Archaeology (Document Reference J14).	No
Morg_0051_007_310523	S42	Email	Section 3.6.3 (Unexploded Ordnance clearance) – we concur with the statement that UXO clearance operations should not coincide with archaeology/sensitive seabed features.	Agreement noted.	No
Morg_0051_008_310523	S42	Email	Section 3.6.4 (Site preparation activities) describes removal of boulders and out of service cables. It is therefore important that we highlight the role of an accredited, professional and experienced archaeological consultant in assessing the risk that archaeological materials might be encountered and that such material is not treated as (contemporary) debris. Regarding sand wave clearance for either cable or WTG/OSP foundation installation, it is relevant that pre-construction site investigation surveys are informed by archaeological advice to address the risk of encountering presently buried and unknown archaeological materials.	All pre-construction site investigation surveys are to be designed in conjunction with advice from the appointed Retained Archaeologist, where required. This provision is part of the measures adopted as part of the project and will carried through to application in both Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and the Outline Offshore WSI for Archaeology (Document Reference J14).	Yes
Morg_0051_009_310523	S42	Email	Table 3.10 summarises the foundations options for WTGs and OSPs, which include: • monopiles with a diameter of 16m and embedded depth below seabed of 60m; • jacket foundations with pin piles and embedded depth below seabed of 75m; • jacket foundations with suction buckets with a diameter of 18m and embedded depth below seabed of 25m; • gravity base foundations with a diameter at seabed (“base slab”) of 56m with levelling or other action required to stabilise the seabed although anticipated depth of excavation is not given.	The Applicant notes your response and monopiles have been removed from Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference F1.3).	No
Morg_0051_010_310523	S42	Email	Sections 3.6.9 and 3.6.10 describe inter-array and interconnector cables (between OSPs) installation which may require ploughing, trenching and jetting to make a trench within which the cables are laid. The estimated depth of burial is given as 1m.	The Applicant notes your response	No
Morg_0051_011_310523	S42	Email	<u>Volume 2, Chapter 6 Physical process</u> The seabed depth across the Morgan array area is described as between 32m and 54m below Mean Sea Level (MSL) with a depression across the array area running from southwest to northeast. Quaternary sediment thickness in the central Irish Sea can be more than 20m or considerably deeper where former glacial valleys are present. Regarding dynamic seafloor conditions we note the description that array area includes sand waves, and mega-ripples. Table 6.11 (Maximum Design Scenario) describes sand wave clearance for installation of intra-array and interconnector cables to an average depth of 5.1m. This provides useful	The results of the Physical Processes assessment which help to inform the assessment of impacts on marine archaeology receptors were documented within the PEIR which was published in April 2023. Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) has been updated and refined based upon revised design parameters and input from stakeholders and consultees	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			information to determine what impacts there could be for presently unknown and buried archaeological materials.		
Morg_0051_012_310523	S42	Email	Volume 2, Chapter 13 Marine archaeology We note that physical processes modelling conducted for this project has indicated that changes to the tidal regime are limited to the immediate development area. It is therefore anticipated that marine physical process beyond the 2km marine archaeology study area are "minimal" i.e. "negligible". Regarding section 13.2.4 (Guidance) we also offer the following: • Historic England Advisory Note (No 15) Commercial Renewable Energy Development and the Historic Environment (2021); • Deposit Modelling and Archaeology; and • Radiocarbon Dating and Chronological Modelling	The guidance documents have now been consulted and are referenced in the production of Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8).	No
Morg_0051_013_310523	S42	Email	Section 13.4.3 describes the marine geophysical survey conducted between June/July 2021 and March 2022 for the Morgan array area, which we understand included: • Multibeam Echo Sounder (MBES); • Side Scan Sonar (SSS); and • Sub-bottom Profiler (SBP)	The Applicant notes your response.	No
Morg_0051_014_310523	S42	Email	We note that the technical assessment of these data are presented in Volume 4, Annex 13.1 Marine Archaeology Technical Report. Section 13.4.4 (Baseline environment) presents a clear summary of active academic debate regarding Mesolithic conditions and whether in the proposed WTG array area there could have been partially terrestrial environment(s) or if it was fully submerged by the start of the Mesolithic.	The Applicant notes your response.	No
Morg_0051_015_310523	S42	Email	Paragraph 13.4.4.23 highlights a potential aircraft crash site record held by the UKHO (Ref: 5418) and NRHE (Ref: 909495) within the Morgan marine archaeology study area and considered 'live' by the UKHO. If a crashed military aircraft is present and identified as being British, then it will be automatically afforded 'protected place' status under the Protection of Military Remains Act 1986.	There is no indication that the aircraft crash site was for a military aircraft and the geophysical survey has not identified any existing material on the seabed. However, given the ephemeral nature of aviation material, a TAEZ is proposed as a precautionary approach, as described in Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8).	No
Morg_0051_016_310523	S42	Email	Paragraph 13.4.4.24 summaries work completed to date such that: • 5 anomalies are described as "high potential" and all are associated with UKHO named wrecks; • 5 anomalies are described "medium potential" (Table 13.9); and • 42 are classed as "low potential".	The Applicant notes your response.	No
Morg_0051_017_310523	S42	Email	Paragraph 13.4.5.2 acknowledges that dynamic seabed conditions means that there is potential for archaeological sites to be exposed or buried including "new marine archaeology sites and wrecks…" and this matter is expanded upon in Section 13.4.6 (data limitations). It therefore continues to be our advice that professional archaeological analysis is commissioned for any further geophysical and geotechnical survey data acquired for the Morgan Generation Area with the results included within any Environmental Statement (ES) subsequently produced.	Updates on the Geotechnical and geophysical survey campaigns have been provided to stakeholders through the AHEF. The results of these have been incorporated in Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8).	No
Morg_0051_018_310523	S42	Email	Section 13.5 (Impact assessment methodology) we concur with paragraph 13.5.2.4 which states that "Marine archaeology receptors cannot adapt, tolerate or recover from impacts resulting in damage or loss caused by development. As a result, the sensitivity of a receptor can only be determined through its value." However, section 13.6 (key parameters for assessment) states that one of the effects to determine a maximum design scenario is "the greatest penetration depth of foundations". We suggest that it is not greatest penetration per se, but greatest area cleared to facilitate foundation placement. We therefore welcome further	The assessments have been updated and refined based upon revised design parameters and input from stakeholders and consultees and presented in Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			discussion regarding the content of Table 13.13 and whether gravity base foundations should be included (as described in Table 3.10) within the ES.		
Morg_0051_019_310523	S42	Email	Section 13.7 (Measures adopted as part of the Morgan Generation Assets) highlights measures which are included as part of the project design; such as modifications to the location or design envelope of the proposed project and which are integrated into the application for consent. We have therefore reviewed the draft Morgan Generation Assets draft Development Consent Order (DCO), Schedule 5 (Deemed marine licence) and in Part 2 under "Pre-construction plans and documentation" and the inclusion of (1)(f) "an offshore written scheme of investigation for archaeology" and in (2) that "Pre-commencement surveys and archaeological investigations and pre-commencement material operations…must only take place in accordance with a specific outline written scheme of investigation…approved by the MMO." We agree with these provisions and we will comment further, and offer advice as necessary, when we are presented with the draft DCO prepared to support the formal consent application.	The Applicant notes your response.	No
Morg_0051_020_310523	S42	Email	Table 13.14 includes "primary measures" inclusive of identification and implementation of Archaeological Exclusion Zones (AEZs) around sites identified as having high and medium archaeological potential (as spatially identified in Table 13.15) and that further details will be provided in an Outline (archaeological) Written Scheme of Investigation. Furthermore, that Temporary Archaeological Exclusion Zones (TAEZs) may also be identified with archaeological input into specifications for, and archaeological analysis of, any further pre-construction geophysical and geotechnical surveys, with the methodological approach also addressed though the Outline WSI.	The Applicant notes your response.	No
Morg_0051_021_310523	S42	Email	Section 13.7.3 (preservation by record) describes the use of the Offshore Renewables Protocol for Archaeological Discoveries, as was originally supported by The Crown Estate. We therefore recommend that the Applicant checks procedures for the use of a protocol system with The Crown Estate to clarify what system continues to be supported. Subject to this clarification the appropriate reference should be included within the ES plus in other related documentation.	The most up to date TCE guidance has been consulted in the production of the Outline WSI and PAD, which clarifies the approach to the protocol. This Outline WSI and PAD is submitted alongside Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8).	No
Morg_0051_022_310523	S42	Email	The attention given in section 13.8.2 (Sediment disturbance and deposition leading to indirect impacts on marine archaeology receptors) highlights that sediment disturbance and deposition leading to indirect impacts on marine archaeology receptors during the construction, operation and maintenance and decommissioning are predicted to be, for example, of local spatial extent and therefore indirect impact magnitude is considered "low". Section 13.8.3 (vis. direct damage). Paragraph 13.8.3.6 outlines mitigation measures although the conclusion that effect(s) will be of "minor adverse significance" are predicated on the effective delivery of the proposed mitigation strategy as a DCO requirement, should authorisation be forthcoming.	The Applicant notes your response.	No
Morg_0051_023_310523	S42	Email	Section 13.9 (Cumulative effect assessment methodology) requires further attention in any ES to explain why Morecambe Offshore Windfarm Generation Assets is not included. In Table 13.16.	Morecambe Offshore Windfarm Generation Assets is proposed to be located outside of the 2 km CEA study area for marine archaeology. Physical processes modelling has shown that indirect impacts such as alteration of sediment transport regimes and increased suspended sediment concentration an associated deposition will be localised to the immediate vicinity of the infrastructure and therefore the 2km study area is considered adequate to assess these impacts. There is therefore no culminative impact receptor pathway and the Morecambe Offshore Windfarm Generation Assets has been screened out of this assessment.	No
Morg_0051_024_310523	S42	Email	Section 13.14 (Next steps) explains that geophysical and geotechnical surveys were undertaken between April and September 2022 and that these data, as described in Section 13.4.3, are to be used to refine the marine archaeology baseline and inform the ES. We	Updates on the Geotechnical and geophysical survey campaigns have been provided to stakeholders, including Historic England, through the AHEF. The results of these have been incorporated into and are presented	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			therefore encourage the applicant to maximise the use of the Archaeology and Heritage Engagement Forum during the rest of the pre-application stage to engage with Historic England.	within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and Volume 4, Annex 8.1: Marine Archaeology Technical Report of the Environmental Statement (Document Reference F4.8.1).	
Morg_0051_025_310523	S42	Email	In our Scoping Response (July 2022) we made the comment that the Applicant should contact the national curator for the historic environment in the Isle of Man to support preparation of the PEIR. However, we note the comment made in Table 13.4 that no data appears to be held as relevant to the Morgan marine archaeology study area.	Manx National Heritage (MNH) have provided this dataset upon request and the data has been considered within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8). The potential to find archaeological receptors near the boundary with the Isle of Man territorial waters is noted and is addressed in the Outline Offshore WSI for Archaeology (Document Reference J14).	No
Morg_0051_026_310523	S42	Email	Volume 2, Chapter 15 Seascape, landscape and visual resources We note that Historic seascape and the setting of historic assets are considered in Volume 2, Chapter 13 (Marine archaeology) which in turn explains that further consideration features in Annex 13.1 (Marine archaeology technical report). However, Chapter 13, in paragraph 13.6.1.3 mentions that impacts to Historic Seascape Character (HSC) are addressed within Volume 2, Chapter 25; this is taken to be a typo. We therefore request that the ES prepared for this proposed project given adequate and sufficient inclusion of HSC in a clearly and consistently referenced chapter.	Effects on HSC has been assessed within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8). The methodology has been developed through engagement with HE via the AHEF. A setting assessment has also been undertaken and is included within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and supported by Volume 4, Annex 8.2: Cultural Heritage Technical Report of the Environmental Statement (Document Reference F4.8.2).	No
Morg_0051_027_310523	S42	Email	Volume 4, Annex 13.1 Marine Archaeology Technical Report Section 1.2.2 (Legislation) includes Protection of Wrecks Act 1973 and Ancient Monuments and Archaeological Areas Act 1979 (as amended) although it is not explained why these acts are included in consideration that the entire proposed Morgan Generation Assets is within the North West Offshore Marine Plan Area. Furthermore, in Section 1.2.3 (Policy) the explanation in paragraph 1.2.3.3 requires further clarification that “Designated archaeological assets” can only occur within the English Inshore Marine Planning Area. In section 1.2.4 (Guidance) we offer the additional reference Historic England Advisory Note Commercial Renewable Energy Development and the Historic Environment, as referenced above.	The North West Marine Plan is referenced in the Marine archaeology technical report (Volume 4, Annex 8.1 of the Environmental Statement) and the suggested guidance has been incorporated in the marine archaeology chapter of the Environmental Statement (Volume 2, Chapter 8). Please note that the Marine Plan does not say designated assets can only be found inshore English Waters Marine Planning Area.	No
Morg_0051_028_310523	S42	Email	Section 1.3.3 (Site-specific surveys) describes the use of geophysical data acquired for this project i.e. as explained in Chapter 13 (Section 13.4.3). We note however, that “Limited” magnetometer data was collected at geotechnical sampling locations and was not available for interpretation and use within this PEIR. Furthermore, we note that survey data collected to inform the archaeological assessment was generally of “average to good quality” and that data were deemed suitable for archaeological interpretation. We therefore consider the statement made in paragraph 1.3.3.24 that the analysis conducted to date “…does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown. In particular, this relates to buried archaeological features.”	The Applicant notes your response. The data obtained has been used to inform the Environmental Statement and archaeology identified has been included as applicable.	No
Morg_0051_029_310523	S42	Email	Section 1.4 (Marine archaeological assessment: submerged prehistoric Archaeology) provides a clear assessment based on available information and we are encouraged to see the statement in paragraph 1.4.1.6 that the Quaternary sedimentary sequence will be verified through the analysis of geotechnical surveys in the ES. We therefore look forward to receiving further information as how this analysis progresses to elaborate the present mapping as shown in Figure 1.3 (West Coast Palaeolandscape Study reconstruction). We consider the proposed analysis of site investigation geotechnical surveys should help to further characterise the nature of the prehistoric environment in the Morgan Generation Assets marine archaeology study area which we see as a priority modelling objective.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0051_030_310523	S42	Email	Section 1.5.2 (Historic Seascape Characterisation) while we note the use of HSC to provide context for the archaeology study and the identification of historic character as "…predominantly related to fishing and navigation activity" and that there is "a high potential for maritime archaeology" it does not appear to include an assessment of how these perceptions of historic character can accommodate change as presented by this proposed development. We require this matter to be considered further within the ES.	Guidance on the approach to HSC was obtained from HE through the AHEF and effects on HSC are now assessed as part of Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8). A setting assessment has also been undertaken and is included within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and supported by Volume 4, Annex 8.2: Cultural Heritage Technical Report of the Environmental Statement (Document Reference F4.8.2).	No
Morg_0051_031_310523	S42	Email	Paragraph 1.5.8.14 describes "Morgan_0009" believed to be the wreck of Lucy (1910), however, Figure 1.9 identifies Lucy as Morgan_0098. Please conduct a check of all references used and remove any Typos in the ES.	Typo has been amended within the marine archaeology chapter of the Environmental Statement, and the relevant technical report, WSI and supporting plans.	No
Morg_0065_184_020623	S42	Email	General comments from REDACTED: MNH would expect that the forthcoming EIA would consider the following issues: Visual impact of proposals on the setting of protected monuments on the east side of the watershed of the Island, given the proximity of the western edge of the study area, this could involve approximately 25 monuments. The impact could be considered limited, but there are some flagship sites such as Castle Rushen and Laxey Wheel which are major tourist assets of national and economic significance to the Island where the impact should be considered more holistically.	A setting assessment has been undertaken, covering flagship sites mentioned, and is included within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8) and supported by Volume 4, Annex 8.2: Cultural Heritage Technical Report of the Environmental Statement (Document Reference F4.8.2).	No
Morg_0065_185_020623	S42	Email	The potential direct impact on historical shipwrecks would also need to be assessed. MNH has recently acquired some shipwreck data and whilst this is still being evaluated and integrating it into MNH data system, it is already clear that there are several sites in the area. None of them are formally protected so as to cause a significant problem, but nevertheless MNH would expect an EIA to exercise due diligence in this respect.	Manx National Heritage (MNH) have provided this dataset upon request and the data has been considered within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8). The potential to find archaeological receptors near the boundary with the Isle of Man territorial waters is noted and is addressed in the Outline WSI (Document Reference J14).	No
Morg_0065_186_020623	S42	Email	MNH can provide the developer with access to this data upon request. In addition, MNH provides the following general comments: • The need for protection of the seabed with particular reference to areas of high conservation or carbon sequestration value, such as sea grass beds, Zostera marina, as highlighted in the Manx Marine Nature Reserves. • Protection of sensitive coastal areas such as Dhoon, Laxey and Maughold headlands which are noted for their nesting sea bird communities. • Protection of the seabed from scour and silt during the positioning of rock berms and trench digging and removing boulders. • Limiting noise pollution as cetaceans are regularly recorded between Ramsey and Laxey Bays. • Limiting disturbance of marine species and coastal sea birds during any boat trips from the Island to the arrays, as and where necessary.	Data from the MNH Shipwreck Index was reviewed and they hold no records within the Morgan marine archaeology study area. Comment noted and the Applicant confirms that all Isle of Man Marine Nature Reserves are located out with the zone of influence of the Morgan Generation Assets. The MDS for all impact pathways has been fully assessed in Volume 2, Chapter 2: Benthic Subtidal Ecology. Underwater sound has been fully assessed within Volume 2, Chapter 4: Marine mammals of the Environmental Statement (Document Reference F2.4) and appropriate mitigation will be agreed in consultation with the key stakeholders.	Yes
Morg_0115_016_260423	S47	Online form Q1.8	How will these windfarms adversely effect [sic.] the marine archaeology?	Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 8: Marine Archaeology and Cultural Heritage of the Environmental Statement (Document Reference F2.8). The assessments	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0115_017_260423	S47	Online form Q1.9	what impact will the infrastructure and its users have on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	Yes
Morg_0115_019_260423	S47	Online form Q1.11	what it will [sic.] this entail and what will be the impact on all the above?	Impacts to fish and shellfish ecology, based upon the maximum design scenario or maximum design envelope are documented within the Fish and Shellfish Ecology chapter of the PEIR which has been published, and have been further assessed based upon revised design parameters within the Environmental Statement (see Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement (Document Reference F2.3). Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. Impacts to marine mammals, based upon the maximum design scenario or maximum design envelope have been fully assesses within Volume 2, Chapter 4: Marine Mammals of the Environmental Statement. Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. the assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees.	
Morg_0137_020_120523	S47	Online form Q1.8	There are many shipwrecks in the area, the nature of the Irish Sea being what it is. Many lives have been lost at sea and the sites and shipwrecks should be given all due respect.	Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees. Marine archaeology receptors (including shipwrecks) identified are proposed to be protected from adverse impacts from the development through the mitigation strategy which includes the implementation and adoption of Archaeological Exclusion Zones (AEZs). Full details of the mitigation proposed are described within the marine archaeology chapter and accompanying Outline WSI of the Environmental Statement.	No
Morg_0161_013_250523	S47	Online form Q1.8	Disregard any existing archaeology	Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees. Marine archaeology receptors (including shipwrecks) identified are proposed to be protected from adverse impacts from the development through the mitigation strategy which includes the implementation and adoption of Archaeological Exclusion Zones (AEZs). Full details of the mitigation proposed are described within the marine archaeology chapter and accompanying Outline WSI of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0180_014_010623	S47	Online form Q1.8	Marine archaeology will be hugely affected.	Impacts to marine archaeology receptors have been fully assessed, based on a maximum design scenario approach and no significant effects are predicted. The assessment and conclusions are documented within the marine archaeology chapter of the Environmental Statement. The assessments have been updated and refined from PEIR based upon revised design parameters and input from stakeholders and consultees. Marine archaeology receptors (including shipwrecks) identified are proposed to be protected from adverse impacts from the development through the mitigation strategy which includes the implementation and adoption of Archaeological Exclusion Zones (AEZs). Full details of the mitigation proposed are described within the marine archaeology chapter and accompanying Outline WSI of the Environmental Statement.	No

D.24.15 Other sea users table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0046_001_260523	S47	Email	Eni UK operates the Liverpool Bay oil and gas development in the Eastern Irish Sea, to the south of the proposed development. I write to request a meeting with the Morgan Offshore Wind Project please, specifically to discuss the development of a Statement of Common Ground, in particular in relation to project construction timelines and other relevant factors.	Consultation has taken place with Eni throughout the pre-application phase. Potential impacts on Eni assets are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0056_001_020623	S47	Email	Introduction In response to the consultation on the Preliminary Environmental Information Report pertaining to the Morgan Offshore Windfarm Generation Assets, Chrysaor Resources (Irish Sea) limited (“Harbour Energy”) have set out the below areas that should be given consideration when designing the layout of the proposed wind farm. It is Harbour Energy’s stance that the Morgan Offshore Windfarm and Harbour’s existing Millom platform and subsea infrastructure can coexist, and Harbour Energy are committed to continue working with the Morgan project team to share information to assist with the planning and development process. Background Millom is a natural gas field located approximately 40 km SSW of Barrow-in-Furness in the East Irish Sea. It is owned 100% by Chrysaor Resources, Irish Sea (Harbour Energy). The Millom facilities, which are operated by Chrysaor Resources, Irish Sea (Harbour Energy), comprise of Millom West, a normally unmanned platform (NUI) shown in Figure 1 and Millom East (which is a pipeline end manifold (PLEM) and three wellheads protection structures (WHPS)). The layout of Millom East is shown in Figure 2. Millom West and Millom East have ceased production and will be removed as part of the Harbour decommissioning campaign in the EIS. Millom West platform is accessed by helicopter for regular maintenance and will continue to be accessed in this manner until the platform is in cold suspension (4 platform wells plugged and abandoned, topsides flushed clean of hydrocarbons and solar navigational aids installed). In 2024, a drilling rig will be located at Millom West to undertake the decommissioning operations and place the platform into cold suspension. During this time, regular helicopter access will be required and may also be required in response to controlled evacuation scenarios when there are personnel onboard. When the platform is manned, access is required by Emergency Response and Recovery Vessel (ERRV) to demonstrate compliance to Offshore Installations (Prevention of Fire and Explosion, and Emergency Response) Regulations 1995 (PFEER), in particular Regulation 17. At all times, the ERRV is also used as means to monitor errant vessel collision risk in line with PFEER Regulations 10 (a) and (b) and 19 (a) and (b), OTO1992 052 Effective Collision Risk Management for Offshore Installations and OGUK Guidelines for Ship / Installation Collision Avoidance. Millom West will also be serviced by a Platform Supply vessel providing fuel and logistical support as required while the platform is manned. Millom West platform removal will be undertaken by a heavy lift vessel within four years of the completion of the rig workscope. After platform removal, the seabed will be cleared of snag hazards and debris. Decommissioning works (platform removal and seabed clearance) will require vessel and aviation access during the operations. See HarbourEnergy Figure 1 on 'Morgan Images' Tab	The Applicant thanks Harbour Energy for the information provided. Consultation has taken place with Harbour Energy throughout the pre-application phase. Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_002_020623	S47	Email	The subsea infrastructure at Millom East will be decommissioned in a future EIS campaign during the Calder decommissioning operations. Decommissioning will include well plug and abandonment by drilling rig, located at each wellhead. Following well abandonment, the surface laid subsea infrastructure will be removed from the seabed. Similar to Millom West,	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			whilst the rig is located at the Millom East wellheads access will be necessary by helicopter, ERRV and supply vessels.		
Morg_0056_003_020623	S47	Email	Decommissioning schedules at Millom will require intermittent vessel and aviation access from 2024 to approximately 2030 at Millom West and from 2027 to approximately 2032 at the Millom East WHPS and PLEM.	The Applicant notes the dates provided and potential impacts. Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_004_020623	S47	Email	General PEIR Feedback Harbour Energy responds to the PEIR consultation in the spirit of cooperation and recognises the need for coexistence. The feedback provided below outlines the access zones required to maintain availability to the platform and subsea facilities. Shipping and navigation distances are provided below for completeness; however, helicopter access to the Millom West platform and a future decommissioning rig at Millom East wellheads defines the access zone requirements.	Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). The Applicant reciprocates the spirit of cooperation and the need for coexistence extended.	No
Morg_0056_005_020623	S47	Email	Harbour Energy has consulted with an independent aviation specialist to establish the minimum requirements for aviation operations within a windfarm; however, at the end of 2022, a working group was formed comprising of the CAA and all the North Sea helicopter operating companies. The aviation distances provided below are subject to change pending the CAA's revised CAP 764 Policy and Guidance or the CAA's Specific Approval for Helicopter Offshore Operations (SPA HOFO).	Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). The Applicant notes that the update to CAP 764 has not been published to date.	No
Morg_0056_006_020623	S47	Email	Harbour Energy has also been an active participant in the NASH Maritime shipping and navigation discussions to date; however, we recognise that given the complexity of the cumulative impact on maritime and shipping activities in the area further definition on the impact to Harbour Energy operations is required.	Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement, Volume 2 (Document Reference F2.9), Chapter 11: Aviation and radar, Volume 4, Annex 7.1: Navigational Risk Assessment (Document Reference F4.7.1) and Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement (Document Reference F2.7).	No
Morg_0056_009_020623	S47	Email	Chapter 14 Other Users and Chapter 16: Aviation and Radar PEIR Ref Table 14.11 Measures adopted as part of the Morgan Generation Assets, Section 14.8.4 Reduction or restriction of oil and gas exploration activities within the Morgan Array Area, Section 14.9.2.3 Maximum Design Scenario – impacts not considered in the CE	Potential impacts on Harbour Energy activities (including cumulative as applicable) are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_010_020623	S47	Email	PEIR Ref Section 16.4.6 Helicopter platform equipped oil and gas platforms, Section 16.4.9 Helicopter platform equipped oil and gas platforms, Appendix A of volume 4, annex 16.1 Aviation and radar technical report of the PEIR	The Applicant notes your response.	No
Morg_0056_011_020623	S47	Email	To maintain access to a rig when located at the Millom East WHPS's to support future decommissioning activities, will require an aviation access sector free from any wind turbine generators (including rotors) comprising of: 1. A radius of 6.1km (3.3nm) around the Millom East WHPS's; and 2. A 3.7km (2nm) wide corridor oriented into the prevailing wind and extending from the Millom East WHPS's to 13.0km (7nm).	Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_012_020623	S47	Email	Any windfarm layout that has wind turbine generators within 6.1km (3.3nm) of the Millom East WHPS's would result in a significant reduction in flight availability and would create a restriction on decommissioning activities by way of impeding our emergency response capabilities. Harbour Energy intends to discuss this matter further with the Morgan Wind Farm project team in the spirit of developing solutions for co-existence.	Consultation has taken place with Harbour Energy throughout the pre-application phase. Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). There is ongoing engagement between the parties and emergency	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				response will be considered in a spirit of coexistence post consent once operational details are known.	
Morg_0056_013_020623	S47	Email	PEIR Ref Section 14.4.2.18 Oil and gas platforms and pipelines Millom will require aviation access, schedule for decommissioning is as follows: 1. Millom East: from 2027 to approximately 2032 at the WHPS's and PLEM.	The Applicant notes the dates provided. Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_014_020623	S47	Email	Conclusion Harbour Energy has a legal duty to safely conduct decommissioning activities. Harbour Energy is committed to working in a manner that promotes the coexistence of it offshore oil & gas operations with those of the offshore renewables industry and will therefore engage with the Morgan Offshore Windfarm project team to progress options to reach a cooperative solution.	Consultation has taken place with Harbour Energy throughout the pre-application phase. The Applicant reciprocates the spirit of cooperation and the need for coexistence extended.	No
Morg_0059_027_020623	S47	Email	We note that developers have already (verbally) agreed that minimum 5 nm is required between OFWs and other obstructions - but to date the revised plans received only provide 1.6 nm – (contrary to maps provided which ignore Millon Gas field platform) which is unacceptable from a navigational safety perspective.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0065_009_020623	S42	Email	0rsted proposed offshore windfarm Agreement for Lease The TSC wishes to point out that there is an Afl with 0rsted for an offshore windfarm within Isle of Man territorial waters, something which appears to have been omitted from a number of maps depicting neighbouring offshore windfarms (committed and proposed). This is particularly of interest with respect to the hard constraints identified by The Crown Estate in Table 4.4 which requires a bidding area to be at least 7.Skms from an existing offshore windfarm. It is acknowledged that the 0rsted site is not related to a Crown Estate lease, however, the principles of proximity should continue to apply and it should have been included in paragraph 4.6.3.3 and represented on Figures 4.2 and 12.1 for context. The Department can advise that to the nearest point, the 0rsted site in Manx waters is 2.1 kms away from the nearest point of the current Morgan site boundary as identified within the PEIR. There is also no mention of this site, nor of the hydrocarbon site (detailed below) in paragraph 12.4.4.4.	The Mooir Vannin offshore wind farm (Scoping Boundary) has been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement. The Mooir Vannin offshore wind farm is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement and in the CEA as a Tier 2 project. Site selection is presented within Volume 1, Chapter 4: Site Selection and Consideration of Alternatives of the Environmental Statement.	Yes
Morg_0065_012_020623	S42	Email	Crogga Hydrocarbon site The Department of Infrastructure has issued a Seaward Production Innovate Licence to Crogga Limited in respect of the hydrocarbon block 112/25. This licence commenced on 1st January 2019. Again, the TSC would draw this to your attention as it does not appear on any of your plans when oil and gas fields within the vicinity of the proposed Morgan Array Area are discussed.	The Crogga production licence is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement Document Reference F3.5.1).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_014_020623	S42	Email	Clarity is sought as to some statements within the PEIR in respect of dredging activities within the Island's harbours and volumes associated with these activities. The Department of Infrastructure can provide this data should it be requested by the project team.	The cumulative effects screening matrix has been updated for the Application with the latest publicly available information on all other projects, plans and activities where there is potential for a temporal or spatial overlap with the Morgan Generation Assets. For each assessment topic relevant projects have been screened into their assessment of potential cumulative effects, this is presented within the cumulative effects assessment of each assessment chapter. The cumulative effects screening matrix is presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement.	No
Morg_0065_158_020623	S42	Email	Chapter 14 Other Sea Users The TSC notes that the Agreement for Lease site in Isle of Man territorial waters is mentioned within this Chapter, included on the map, in Figure 14.4 and included in Table 14.6 which highlights the close proximity of the proposed Morgan Array Area to it, at 2.6kms. The TSC requests clarification as to why this was not included within the Shipping and Navigation Chapter, and as part of the Cumulative Impact Assessment as part of that Chapter?	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0065_159_020623	S42	Email	In addition, and in respect of the inclusion of oil and gas platforms, the TSC has in all of its correspondence to the Planning Inspectorate in relation to all the Round 4 offshore windfarm sites highlighted that there is a hydrocarbon licence in Manx waters. There is no mention of this site or licence within this Chapter, and the TSC seeks to ensure that consideration is given to this site also as part of this assessment. The TSC suggests the project team engages with the Licensee, Crogga Limited to understand their proposed work programme and consider how to ensure there are no detrimental impacts to that as part of this project.	The Crogga production licence is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement and Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement Document Reference F3.5.1).	No
Morg_0065_160_020623	S42	Email	Manx Utilities The TSC appreciates that there is mention, and inclusion of the Isle of Man interconnector between the Island and England as part of this chapter as it transects through the proposed Morgan array areas. The comments and feedback outlined below have been drawn up following a review of the information made available to the Manx Electricity Authority for the purpose of stakeholder consultation regarding project proposals relating to the above Wind Farm development. The comments, views and feedback outlined in this document relate to those of the Manx Cable Company and Manx Electricity Authority, as stakeholders, considering the proximity of the proposed wind farms to our existing assets in the Eastern Irish Sea as well as significant stakeholders in the social-economic success of the Isle of Man.	Since the publication of the PEIR, the Morgan Array Area boundary has been revised, and the UK-IoM interconnector no longer overlaps with the Morgan Array Area. Potential impacts on existing cables are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document reference F2.9). The Applicant has engaged with Manx Utilities throughout the process.	Yes
Morg_0065_161_020623	S42	Email	Background Information: The Manx Cable Company (MCC) own and operates, on behalf of the Manx Electricity Authority, a submarine power cable, referred to as the interconnector, which runs between Douglas Head in the Isle of Man and Bispham, Blackpool. With an undersea section of approximately 104km (65 mi), it is one the longest AC undersea cables in the world and is an essential means of maintaining secure supplies of electricity to the residents of the Isle of Man.	The Applicant notes your response.	No
Morg_0065_162_020623	S42	Email	Sub-sea cables are vulnerable to third-party damage from marine activities and these risks are constantly being monitored and assessed, as the impact from third-party damage can result in significant repair and business interruption costs to the Authority.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0065_163_020623	S42	Email	In addition to third-party damage the introduction of fixed structures and associated export, collector and/or array cables on or buried in the seabed, can through their proximity present an ongoing operational risk to maintenance and repair works over the life of the asset.	The Applicant notes your response.	No
Morg_0065_164_020623	S42	Email	Considering the interconnector's asset value and strategic importance to our business and the wider Manx economy the MCC welcomed the opportunity to engage in the project consultation process regarding developments in the Eastern Irish Sea	The Applicant has engaged with Manx Utilities throughout the process and potential impacts on existing cables are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0065_165_020623	S42	Email	Interpretation of Wind Farm Proximity to the Interconnector: The majority of the proposed wind farm is sited south of the interconnector; however a section, approximately 20km, of the MCC interconnector runs through the northern most part of the licenced area. The wind farm export cables will be positioned within the indicative cable corridor, which runs predominately from the eastern boundary towards northwest coast of England narrowing to a point north of the Ribble Estuary. The asset runs along the northern boundary of the proposed export cable corridor where it terminates north of Blackpool.	Since the publication of the PEIR, the Morgan Array Area boundary has been revised, and the UK-IoM interconnector no longer overlaps with the Morgan Array Area. Potential impacts on existing cables are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9). The Applicant is submitting a stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project and a separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets. The Morgan Generation and Transmission Assets have been scoped into to the Pathways to 2030 Holistic Network Design.	Yes
Morg_0068_001_020623	S42	Email	We write on behalf of Ørsted Isle of Man (UK) Limited ("Ørsted") the developer of the proposed Isle of Man Offshore Windfarm, in response to your notification of a proposed application for a development consent order ("DCO") under section 48 of the Planning Act 2008. We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and the Isle of Man Offshore Windfarm. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation.	The Applicant notes your response. The Applicant has undertaken engagement with Ørsted Isle of Man (UK) Limited post PEIR	No
Morg_0068_020_020623	S42	Email	4. Volume 2, chapter 14 (other sea users) and chapter 15 (seascape and landscape visual) have considered the Isle of Man Offshore Wind Farm and demonstrates the need for a consistent approach and consultation.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0069_003_020623	S42	Email	Barrow is expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Barrow consents (including consent conditions) and any stakeholder agreements entered into by Barrow are not adversely affected. Table reference - please see original response	The Applicant notes your response and Barrow Offshore Wind Farm has been considered in the CEA.	No
Morg_0069_005_020623	S42	Email	Effect on energy yield of Barrow As set out, the proposed Morgan Offshore Wind Project array is 30km from Barrow. Due to this proximity, there is the potential for the Morgan Offshore Wind Project turbines to interfere with wind speed or wind direction of Barrow and thus cause a reduction in energy output from	The potential for the Morgan Generation Assets turbines to interfere with wind speed or wind direction of West of Duddon Sands is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			the Barrow turbines. This requires to be properly assessed, appropriate mitigation applied with any remaining adverse effects appropriately compensated.		
Morg_0072_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Walney 3 and 4. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED via the email address REDACTED@orsted.com.	The Applicant notes your response.	No
Morg_0072_002_020623	S42	Email	Introduction: Interaction between Walney 3 and 4 and the Morgan Offshore Wind Project Walney 3 and 4 are operational offshore wind farms with combined capacity of 660 MW and 87 wind turbine generators. Walney 3 and 4 hold a lease from the Crown Estate and operate pursuant to the below consents. Walney 3 and 4 are expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Walney 3 and 4 consents (including consent conditions) and any stakeholder agreements entered into by Walney 3 and 4 are not adversely affected. Table reference - please see original response	The spatial aspects of the Walney 3 & 4 offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0072_004_020623	S42	Email	Effect on energy yield of Walney 3 and 4 As set out, the proposed Morgan Offshore Wind Project array is 7.6km away from Walney 3 and 4. Due to this proximity, there is the potential for the Morgan Offshore Wind Project turbines to interfere with wind speed or wind direction of Walney 3 and 4 and thus cause a reduction in energy output from the Walney 3 and 4 turbines. This requires to be properly assessed, appropriate mitigation applied with any remaining adverse effects appropriately compensated.	Since the publication of the PEIR, the Morgan Array Area boundary has been revised, increasing the distance from Walney 3 and 4. The potential for the Morgan Generation Assets turbines to interfere with wind speed or wind direction of Walney 3 and 4 is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0073_001_020623	S42	Email	We write to register with you our interest in your proposal and in particular areas of potential interaction between your proposed development and Walney 1 and 2. Our response at this stage is based on documents currently made available regarding your project and our response will likely develop as more information is made available including during application and examination stage and as we further consider the potential interaction between the projects. We are also engaging on the proposed Mona and Morecambe wind farms and intend also to engage on the proposed Morgan and Morecambe Transmission Assets during statutory consultation. Please can all responses to this representation be sent to REDACTED Via the email address REDACTED@orsted.com.	The Applicant notes your response.	No
Morg_0073_002_020623	S42	Email	Introduction: Interaction between Walney 1 and 2 and the Morgan Offshore Wind Project Walney 1 and 2 are operational offshore wind farms with combined capacity of 367 MW and 102 wind turbine generators. Walney 1 and 2 hold a lease from the Crown Estate and operate pursuant to the below consents.	The spatial aspects of the Walney 1 & 2 offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Walney 1 and 2 are expected to continue to operate, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be taken into account by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the Walney 1 and 2 consents (including consent conditions) and any stakeholder agreements entered into by Walney 1 and 2 are not adversely affected. Table reference - please see original response Proximity The Morgan Offshore Wind Project array area is expected to be 11.2km from Walney 2 offshore wind farm and 15.5km from Walney 1 offshore wind farm.	farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	
Morg_0073_003_020623	S42	Email	Effect on energy yield of Walney 1 and 2 As set out, the proposed Morgan Offshore Wind Project array is 15.5km and 11.2km away from Walney 1 and 2 respectively. Due to this proximity, there is the potential for the Morgan Offshore Wind Project turbines to interfere with wind speed or wind direction of Walney 1 and 2 and thus cause a reduction in energy output from the Walney 1 and 2 turbines. This requires to be properly assessed, appropriate mitigation applied with any remaining adverse effects appropriately compensated.	The potential for the Morgan Generation Assets turbines to interfere with wind speed or wind direction of Walney is considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0074_001_230523	S42	Email	We as Vodafone would like to introduce ourselves as stakeholders within both your offshore and onshore indicative areas for your export cable(s) route, landing position, grid connection areas and potentially your wind development sites. We would like to take this opportunity to not only establish contact with your team but also notify you of our presence within the Irish Sea, surrounding your offshore wind site proposals. We own submarine cable assets across the UK coast and more specifically run the maintenance and operations for the 'LANIS' submarine fibre optic cable which connects Blackpool, UK to the Isle of Man. For future correspondence regarding our assets, please direct any queries to myself, REDACTED and REDACTED.	The Applicant has engaged with Vodafone as part of the Morgan Offshore Wind Project (including the Transmission Assets) in June 2023 and an introductory presentation was held in November 2023 (for the Transmission Assets, but context was provided for the Morgan Generation Assets). The LANIS 1 cable is 2.4km from the southern boundary of the Morgan Generation Assets, so any further correspondence will be associated with the Transmission Assets to engage on proximity and crossing agreements.	No
Morg_0075_001_030623	S47	Email	We note that you are currently undertaking public consultation on the proposed Morgan Offshore Wind Nationally Significant Infrastructure Project (NSIP). This letter constitutes Scottish Power Renewables (WODS) Limited's (SPR WoDS) response to that consultation. SPR WoDS is one of the owners of the West of Duddon Sands Offshore Windfarm (WoDS). WoDS is an NSIP for which development consent was granted in September 2008. The Order grants consent for electricity generation with an installed capacity of up to 500MW. Given this, SPR WoDS would request that both it and Morecambe Wind Limited (as the operator of WoDS) are each treated as Interested Parties and included in all future consultations in relation to this project. SPR WoDS recognises the importance of the proposed Morgan Offshore Wind development, however it is imperative that the works do not compromise the operation of WoDS which is already delivering substantial renewable energy benefits and is contributing to meeting the national need for renewable energy identified and committed to by the UK Government.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0075_002_030623	S47	Email	Due to the close proximity of the proposed development project, SPR WoDS initial comments in response to the statutory consultation are described below: • The ongoing and uninterrupted operation of WoDS is priority, it is therefore requested that proposed survey and outline construction programmes for the new project are shared with	The Applicant met with SPRUKL on the 8 November 2023 to discuss these matters. The potential for the Morgan Generation Assets turbines to interfere with wind speed or wind direction of WoDS is considered in	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Scottish Power Renewables UK Limited (SPRUK) and discussed as soon as possible • SPRUKL would like to request a meeting to understand the project(s) in greater detail and to discuss the potential impacts on: o Wake effects on existing developments and commercial compensation considerations	Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	
Morg_0075_003_030623	S47	Email	SPR WoDS recognises the importance of the proposed works and the contribution the project will have in meeting the national need for renewable energy. We are keen to engage with Morgan Offshore Wind and would welcome constructive discussions around the issues noted above and any other emerging topics that arise. It is requested that Morgan Offshore Wind liaise with us through REDACTED, (REDACTED@scottishpower.com). Please do not hesitate to contact us for further discussion or information requests.	The Applicant notes your response. Consultation has taken place with SPR throughout the pre-application phase. Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_001_020623	S42	Email	Introduction: Interaction between West of Duddon Sands and the Morgan Offshore Wind Project West of Duddon Sands West of Duddon Sands is an operational offshore wind farm with capacity of 389 MW and 108 wind turbine generators. West of Duddon Sands holds a lease from the Crown Estate and operates pursuant to the below consents.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_002_020623	S42	Email	West of Duddon Sands is expected to continue to operate to the full extent of its consents and licences, be maintained, and may in due course be upgraded and repowered, and will at some stage be decommissioned. Thus, any interactions and impact should be considered to be long-term and the various project stages of operation/maintenance, re-powering and decommissioning should be considered by the Morgan Offshore Wind Project. In addition, it is important that during the long-term interaction of the projects, the West of Duddon Sands consents (including consent conditions) and any stakeholder agreements entered for the benefit of West of Duddon Sands are not adversely affected.	The Applicant notes the response. The Applicant has met with WoDS since the PEIR consultation. The spatial aspects of the WoDS offshore windfarms have been considered in the cumulative screening for each topic. The outcomes to topic specific cumulative screening are presented in Volume 3, Annex 5.1: Cumulative effects screening matrix of the Environmental Statement (Document Reference F3.5.1). Potential impacts on other offshore wind farms are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9).	No
Morg_0087_003_020623	S42	Email	Consent no - N/A Consent -Section 36 Consent Project tittle- West of Duddon Sand Wind Farm Construction and Operation Status- Operational Details-Capacity 389 MW, 108 WTGs	The Applicant notes your response.	No
Morg_0087_004_020623	S42	Email	Consent No-L/2012/00424/19 Consent - Marine Licence Project title - West of Duddon Sand Wind Farm Construction and Operation. Status-Operational Details - Capacity 389 MW, 108 WTGs	The Applicant notes your response.	No
Morg_0087_005_020623	S42	Email	Consent No - L/2018/00117 Consent - Marine Licence Proj Title - West of Duddon Sands Pontoon (maintenance) Dredge Licence. Status-Operational Details-1252 m3 per annum	The Applicant notes your response.	No
Morg_0087_006_020623	S42	Email	Consent NO-L/2015/00017 Consent-Marine Licence Proj Title-Cable repair Status-Operational Details-Repair of intra-array cables	The Applicant notes your response.	No
Morg_0087_007_020623	S42	Email	Consent No-L/2016/00294 Consent-Marine Licence Porj Title-Operations and Maintenance activities Status-Operational Details-Removal of marine growth and/or guano, Replacement of corrosion protection anodes, Application of paint or other coatings, Modifications to J-tubes, Replacement of access ladders - major component replacement.	The Applicant notes your response.	No
Morg_0087_008_020623	S42	Email	Proximity The Morgan Offshore Wind Project array area is expected to be 15.2km from West of Duddon Sands.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0213_001_250823	S47	Email	My main concern is for possible disruption to Isle of Man ferry services in bad weather situations. Also your estimates for GHG emitted during construction and GHG savings from the generation of "clean" electricity during the lifetime of the wind farm do not appear to offer much savings per annum if the expected life is until 2060.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The potential impacts associated with climate change are presented in Volume 2, Chapter 12: Climate change of the Environmental Statement. Calculations in relation to greenhouse gas emissions are presented in Volume 4, Annex 12.1 Technical greenhouse gas assessment of the Environmental Statement.	Yes
Morg_0216_001_270823	S47	Email	My major concern relates to the ferry services which are so fundamental to daily living on the Isle of Man. The Irish Sea is often rough with gale force winds frequently & I consider the installation of a large number of offshore wind turbines to be a serious risk to our ferry crossings, particularly in winter, restricting the alternative routes available to vessels in bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0217_001_010923	S47	Email	Please find below my response to question1, part 1.14 of the Morgan Offshore Wind Project Generation Assets. I am disappointed ENBW/BP, when recognising ferry services will be impacted by this development, has only considered the resulting effects in planning terms and dismissed them as “not significant”. No consideration appears to have been given to the needs or voice of stakeholders or stakeholder communities. If it had, planning terms would not be the only measure used to understand and describe this development's impact as “not significant”. While I agree with the development, growth and expansion of renewable forms of energy, consideration needs to be given to the wider impact of such schemes on stakeholders and stakeholder communities and I don’t think that balance of consideration has been given to this proposal. The Morgan Offshore Windfarm is going to have a detrimental impact on the vital ferry lanes to and from the Isle of Man: 1 - To the safety of navigation for ships when sailing through the wind farm corridors. 2 - Because of the lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island’s lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. 3 - And to the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Consideration must be given to accommodating existing ferry routes, used in variable weather conditions, that can safely be navigated through this and the other windfarms (existing and proposed) in this area. With little to no stakeholder community consideration in the process, this appears to be a profit over people proposal being disguised under a green/renewable agenda. That is both disappointing and far from meeting BP’s core values to ‘Do The Right Thing’ and ‘Put Yourself in Other People's Shoes’	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application. Broader consultation with stakeholder communities was undertaken through the consultation on the PEIR which was held between 19 April and 4 June and which has further informed the project design and assessment process.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0218_001_020923	S47	Email	What a pity you are unable to obtain the original comments for the scheme. My concern is that the sighting of the wind farm might cause delays in travelling by the steam packet. I don't know the exact routing but know that the routes are changed if weather deteriorates - would the boats be affected by the installation of the proposed wind farm. Anything that disrupts the sailings would not be acceptable.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0222_001_200923	S47	Email	I received a letter stating due to a technical error you could not capture my response to question 1.14 of my feedback Unfortunately I did not take a copy of my answers and June is quite awhile ago now. To attempt to re-answer the question, I would say no development should be permitted that impacts current journey routes between Heysham and Liverpool to the Isle of Man, either in time it takes or extra costs by going a different/longer route due to windfarm expansion. The sea route is vital to the existence of transport on and off the Island, such as food, post and other goods. Travel times to places outside the UK are already longer than for people in the UK as an extra day is usually allowed either side of any holiday if travelling by boat to the UK, so I also wouldnt want this to be made worse. There has this summer been issues where the airport has been closing 5 times a day and I believe it is now 2 times a day, so that's not a reliable mode of transport, and if the shipping goes is made worse, how do we get good over or travel reliably. I also dont believe windfarms are product enough and arent worth the money invested into the infrastructure, and I believe only return 30% of cost. It may help the UK meet its renewable energy quota but the IOM is not part of the UK. The IOM is also an UNESCO biosphere. If the IOM has territorial rights for 12 miles off it shoes, the UK should have the same so a windfarm should be inside that and not block any shipping lanes. When the weather is poor especially in winter the boats have to take different routes so you just cant put a windfarm in location X hoping a boat doesnt need to go near it as in poor weather and depending upon wind direction it may need to when it wouldn't normally. We cant go 5 days without suppliers for example; about a year or two ago we went 4 days, it was bad.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0223_001_220923	S47	Email	With response to your letter dated 25 August 2023, and specifically in relation to the missing response to Q1.14 detailed therein. I am disappointed that I am having to submit a response to this question again due to a technical error on your part. I had no way in which to save copies of my responses, ad the link provided earlier no longer works.	Thank you for taking the time to respond to the consultation. Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement. The NRA and Shipping and Navigation Chapter of the PEIR identified that	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Briefly, I believe that the proposed site for the wind farm will detrimentally impact the heath and wellbeing of residents of the Isle of Man and users of the territorial and surrounding seas. Long established sea routes will have to have to change, and become longer, meaning boat journeys will become longer and use more fuel. Patient transfer to UK hospitals can and do take place by sea as well as by air, and such delays would cause more distress and discomfort for patients using the service. The extra fuel used would also have a detrimental impact on the environment. Somewhat ironic that a proposed “green” solution to power generation would cause further harm to the environment it was supposed to protect. Furthermore, the Island is a well regarded and much used emergency medical centre for maritime emergencies, especially with regard to the the hyperbaric chamber, which is a literal life-saver. Both Lifeboats and Air Sea Rescue helicopters bring casualties to the Island for treatment, and this could also be detrimentally impacted by the proposed wind farm. Much of the food, fuel and medicines supply are brought to the Island by sea, so this lifeline must be maintained. I am sure my original response contained many more points, but I am not feeling confident that any of the responses will be taken into consideration. I am in favour of more environmentally conscious power generation methods, and would welcome a wind farm, but not at the expense of the health, welfare and wellbeing of the Island. It would seem that we are being asked to make sacrifices to our way of life and standard of living, but will not be benefitting from the power generated.	in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0225_001_130923	S47	Hardcopy	I am a supporter of renewable energy and have no quibble with the building of wind farms in the Irish Sea. My concern is with the sitting of the Morgan & Mona projects which will significantly impact the future of our island. I attach a copy of the Isle of Man Steam Packet 'key concerns' which I endorse. Key Concerns: The safety of navigation for ships when sailing thorugh the wind farm corridors; the lack of open sea room for naviating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods; the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0226_001_130923	S47	Hardcopy	I am a supporter of renewable energy and can see the benefit of building wind farms in the Irish Sea. My concern is the siting of the Morgan & Mona projects which would appear to significantly impact the vital sea route links to the Isle of Man. These are laid out in the Isle of Man Steam Packet's key concerns which I agree with. Key Concerns: The safety of navigation for ships when sailing thorugh the wind farm corridors; the lack of open sea room for naviating	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods; the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0227_001_100923	S47	Letter	Thank you for your letter on 25 August. My main concerns regarding Human health are as follows:- 1. Possible disruption and increased cancellation of sailing of Steam Packet and other shipping to the Isle of Man during bad weather as the proposed wind farms appear to block the existing bad weather routes. 2. Possible adverse affects on commercial fishing in the area of the proposed wind farms. I do not think the proposed wind farms will affect human health due to the wind turbines being visible from the Island as most residents are used to seeing existing wind farms in the distance. Hopefully there will be some local benefit to the Island in terms of employment opportunities, either on or off shore.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	Yes
Morg_0228_001_270423	S47	FREEPOST	The placing of Morgan, Morcambe and Mona wind farms will affect the IOMSPC routes in bad weather by not having enough 'sea room' to navigate through them. Will the IOMSPC or IOM Government be compensated for this, as well as the loss of fishing grounds. Also what effect will they have on sea birds in the area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	
Morg_0065_187_020623	S42	Email	The comments and feedback, relate to concerns, which have been identified following an Impact/Risk Assessment regarding the potential increase in risk to the interconnector, through the construction and operational phases of the proposed Wind Farm.	The Applicant notes your response and has responded to key points below.	No
Morg_0065_190_020623	S42	Email	Third party damage - Survey works [Geotechnical] which are invasive and interacts with the sea bed in close proximity to the IOM interconnector Level of concern - High Comments - Request developer engages as soon as it is practicable with MCC to review any survey with 1NM and assess the risk presented by the proposed survey works due to it nature and proximity.	The Applicant has engaged regularly with MCC to discuss proximity and survey activities.	No
Morg_0065_191_020623	S42	Email	Third party damage - Cable installation [export and inter- array cables] Level of concern - High Comments - Request developer engages as soon as it is practicable with MCC to review any cable installation activities with 1NM and assess the risk presented by the proposed works due to it nature and proximity. Presented by the proposed survey works due to it nature and proximity.	The Applicant has engaged regularly with MCC to discuss proximity and survey activities.	No
Morg_0065_192_020623	S42	Email	Operational Risk - Close proximity of fixed structures such as turbines and offshore substations Level of concern - Medium Comments - Request developer engages as soon as it is practicable with MCC to open dialogue on determining a suitable proximity limit where the planned proximity of any fixed structure is within 1NM of the IOM interconnector.	The Applicant has engaged regularly with MCC to discuss proximity and survey activities.	No
Morg_0065_193_020623	S42	Email	Operational Risk - Third-party cable crossings Level of concern - Medium Comments - Request developer avoids, wherever possible, multiple crossings of the IOM interconnector by export, collector and/or array cables. Where multiple cable crossings are necessary, the crossing of cables should be spaced and	Since PEIR, the Morgan Array Area Boundary has reduced and now does not overlap with the IoM-UK interconnector. Potential impacts associated with other sea users are presented in Volume 2, Chapter 9: Other Sea Users of the Environmental Statement. The interconnector has been screened into the cumulative effects assessment of relevant topics and is included within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			agreed so that, timely and economical repairs to both the crossing and crossed cables can be undertaken.	The Applicant has engaged regularly with MCC to discuss proximity of the Morgan Generation Assets to the IoM-UK interconnector. Additionally, proximity and crossing agreements will be discussed as part of the separate DCO submission for the Transmission Assets.	
Morg_0065_194_020623	S42	Email	Potential Design/Construction Conflict - Several options for future interconnection, via a second sub-sea interconnector cable, between IOM & UK are currently being considered with one potential off-shore cable route/corridor running to the south of the proposed Morgan Windfarm and landing south of Blackpool. Level of concern - Low Comments - At present these plans and options are still in the high level feasibility stage but it is considered appropriate to highlight and share our plans for information purposes at this time. As more information becomes available Manx Utilities will be able provide more information as appropriate	The Applicant has consulted with Manx Utilities on their plans for a second interconnector. This plan is listed within the Cumulative Effects Screening Matrix (Volume 3, Annex 5.1 of the Environmental Statement). As there is no information currently in the public domain for this plan it has not been screened into any of the topic cumulative assessments. The Applicant will continue to engage with Manx Utilities post consent.	No
Morg_0065_195_020623	S42	Email	MCC considered it appropriate for the developer to engage as soon as reasonably practicable with MCC to commence discussions on the potential requirements for crossing and proximity agreements to minimise issues/delays as the project progresses.	The Applicant has engaged regularly with MCC to discuss proximity of the Morgan Generation Assets to the IoM-UK interconnector. Additionally, proximity and crossing agreements will be discussed as part of the separate DCO submission for the Transmission Assets.	No

D.24.16 Seascape, landscape and visual resources table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0058_023_020623	S42	Email	3. Seascape, Landscape and Visual Impact Assessment. Chapter 15 of the PEIR presents the assessment of the potential impact of the Morgan Wind Project on seascape, landscape and visual resources and is informed by a Seascape Landscape and Visual Impact Assessment (SLVIA). The SLVIA study area for the Morgan Offshore Wind Project is 50km area from the Morgan Array Area	The assessment of the effects on seascape and landscape character and on views is set out in Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement (Document Reference F2.10).	No
Morg_0058_024_020623	S42	Email	The assessment confirms that the proposed Morgan Array Area is located approximately 60km from the nearest part of the Anglesey coast and it is not considered likely that there would be significant seascape, landscape or visual direct or cumulative impacts felt by receptors on or in the vicinity of Anglesey. The Council agrees with this conclusion. I hope that the above advice is of assistance to you and will be fully taken into consideration in the finalisation of the Morgan Project DCO application. In the meantime should you wish to discuss our advice please do not hesitate to contact REDACTED, Lead Officer Major Projects (REDACTED@ynysmon.gov.wales).	The Applicant notes your response	No
Morg_0065_166_020623	S42	Email	Chapter 15 Seascape. Landscape and Visual Resources (SLIVA) The exact layout of each Project's infrastructure is still being developed and will not be finalised until the Project has been granted consent by the Planning Inspectorate and Secretary of State for the Department for Energy Security and Net Zero. Due to the complexity of the Project, many details will likely remain unknown to us at the time of submitting our application, including the: • Precise number, location and configuration of the wind turbine generators (WTGs), offshore substation platforms (OSPs) and any associated development. • Type of foundation to install the turbines and any associated development. • Exact height of the tip of the turbine rotors and the diameter of the rotors	Noted. Response received. This information can be found in Volume 1, Chapter 3: Project description of the Environmental Statement alongside all other Morgan Generation Assets parameters.	No
Morg_0065_167_020623	S42	Email	The work has been undertaken in accordance with accepted industry guidance (SLIVA). Whilst there are some points of detail that may merit further scrutiny/debate, which is often the case when judgement is involved, generally the findings are concurred with. They are all based on worst case scenarios.	Noted. Response received. The assessment of the effects on seascape and landscape character and on views is set out in Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement (Document Reference F2.10).	No
Morg_0065_168_020623	S42	Email	The preliminary SLIVA's establish that there will be no significant effects on seascape, landscape or visual receptors. Due to long distance, the large scale of the associated seascape and the presence of existing operational offshore windfarms. While they will be visible on the eastern horizon it is in the context of an expansive seascape with the presence of existing operational offshore windfarms.	The assessment of the effects on seascape and landscape character and on views is set out in Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement (Document Reference F2.10).	No
Morg_0066_028_020623	S42	Email	Seascape Landscape and Visual Resources We advise that the baseline photography and visualisations should be revised to ensure that they conform to industry standards.	The photography conforms to industry standards as recommended in the LI's TGN 09/21 Visual Representation of development proposals. Baseline photography has been recaptured where feasible and visualisations (photomontages and wirelines) revised.	No
Morg_0066_029_020623	S42	Email	Natural England cannot provide any further comment on the SLVIA in the absence of the further fieldwork and visualisations. We advise that this further package of landscape evidence is used to update the SLVIA, and that this package of work is provided for consultation pre-application. We emphasise that this package should include: a. An SLVIA conducted using a 60km study area. b. Industry standard photomontages, as well single frame images, for viewpoints located at Black Combe, Whit Fell, Muncaster Fell, and Whin Rigg, all of which are within the boundary of the Lake District National Park.	A 60km radius study area is adopted specifically for the assessment of effects on Nationally / Internationally designated landscapes only (the Lake District National Park) Volume 4, Annex 10.4: Seascape, landscape and visual resources impact assessment methodology of the Environmental Statement. Photomontages from the specified locations have been prepared as part of the seascape visual impact assessment, see Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_030_020623	S42	Email	Cumulative Impacts/In-Combination Assessments The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. For ornithological receptors, impacts specified as 'unknown' have been treated as zero which will inevitably underestimate impacts, potentially significantly. Natural England considers this approach to be unacceptable, and hence consider it inappropriate to comment on the potential significance of cumulative or in-combination presented in the PEIR submission.	Projects where effects were not historically assessed were included in the CEA presented in Volume 2, Chapter 5: Offshore Ornithology and the in-combination assessment in the ISAA and treated as unavailable. A more detailed qualitative assessment has been added to further assess the historic offshore wind projects. This has been discussed with the EWG and the Applicant has provided a detailed response via a technical note.	No
Morg_0066_196_020623	S42	Email	• In formulating these comments the following documents have been considered: Volume 2, Chapter 15 Seascape Landscape and Visual Resources • Volume 4, Appendix 15.1 Seascape, Landscape and Visual Resource Legislation and Planning Policy Context • Volume 4, Appendix 15.2 Seascape and Landscape Character Baseline Technical Report • Volume 4, Appendix 15.3 Visual Baseline Technical Report • Volume 4, Appendix 15.4 Seascape, Landscape and Visual Resources Impact Assessment Methodology	The Applicant notes your response.	No
Morg_0066_197_020623	S42	Email	Summary of Key Issues - Seascape Landscape and Visual Impact Assessment (SLVIA) Overall, we are unable to interpret the visualisations as presented and thereby we are unable to determine how the Morgan OWF would appear.	Photomontages have been produced for the Environmental Statement see seascape visualisations in Volume 4, Annexes 10.6.1 to 10.6.6 of the Environmental Statement.	No
Morg_0066_198_020623	S42	Email	Unfortunately Natural England cannot provide any further comment on the SLVIA in the absence of the further fieldwork and visualisations proposed by the applicant (in section 15.16, which concludes the SLVIA). We advise that this further package of landscape evidence is used to update the SLVIA, and that this package of work is provided for consultation pre-application. We emphasise that this package should include: a) An SLVIA conducted using a 60km study area. b) Industry standard photomontages, as well single frame images, for viewpoints located at Black Combe, Whit Fell, Muncaster Fell, and Whin Rigg, all of which are within the boundary of the Lake District National Park.	A 60km radius study area is adopted specifically for the assessment of effects on Nationally/Internationally designated landscapes only (the Lake District National Park) Volume 4, Annex 10.4: Seascape, landscape and visual resources impact assessment methodology of the Environmental Statement. Photomontages from the specified locations have been prepared as part of the seascape visual impact assessment, see Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement.	No
Morg_0066_199_020623	S42	Email	Natural England's Key Advice and Recommendations - SLVIA Natural England's detailed advice in relation to SLVIA is outlined below. Natural England's comments are limited to the consideration of landscape and visual effects associated with the statutory purpose of the Lake District National Park and its seascape setting.	The Applicant notes your response. Potential impacts on the Lake District National Park are considered in Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0066_200_020623	S42	Email	Impact Assessments We advise that the baseline photography and visualisations should be revised to ensure that they conform to industry standards1. Our specific concerns are as follows: i) The wirelines presented within the SLVIA are pixilated and there is no information on how these representations have been scaled. ii) These wirelines were produced using a Horizontal Field of View (HFoV) of 75.0°. As a result, the wirelines cannot be compared to the baseline photography (presented in Appendix A of Volume 4 Annex 15.3), which represent HFoV of 90.0° and 180°. iii) It is unclear which of the two visualisation methodologies (Appendix A of Volume 4 Annex 15.4, and section 1.4 of Volume 4 Annex 15.3) were used to create the wirelines/baseline photographs. These two methodologies conflict; for example, section 1.12.1.27 of Volume 4 Annex 15.4 states that the "panoramic photomontages" were produced with HFoV of 53.5°; these visualisations cannot be found in the consultation. And section 1.5.2.5 of Volume 4 Annex 15.3 states that HFoV of 90.0° and 180° were used for these same representations. iv) Volume 4 Annex 15.3 Appendix A Figure A1.4 represents a 90° panorama of Viewpoint 17 at Buck Barrow. The view is directly obscured by the sun's glare, which is low in the sky.	i) The pixelation is a product of compressing files for submission to The Planning Inspectorate. Each figure should be printed out at 100%, not enlarged. For the Environmental Statement, the visualisations should be printed on A1 (landscape) paper, as stated in the methodology (Volume 4, Annex 10.4: Seascape, landscape and visual impact methodology of the Environmental Statement (Document Reference F4.10.4). ii) The visualisations included within the Environmental Statement represent a HFoV of 90°, to match the visual baseline photography, presented in Volume 4, Annex 10.3: Visual baseline of the Environmental Statement (Document Reference F4.10.3). iii) A single frame photograph has HFoV of 39.6°. For wind farm photomontages, in line with NatureScot guidance (2017) a 53.5° HFoV is used and 90° HFoV for context panoramas. The context panoramas in the Environmental Statement have a HFoV of 90°. This also conforms to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Appendix 4 of the Landscape Institute's Technical Guidance Note 06/19 specifically advises against such lighting conditions. v) The images with HFoV of 90.0° and 180° suffer from significant vertical compression, the images are pixilated, and the sun's glare obscures the Wind Turbine Generator (WTG) representations that the images are meant to show. vi) We understand that due to the total lateral extent of the arrays it is not possible to show the full array within a single frame image with a HFoV of 39.6°. However, we do not consider this to be an issue as the purpose of the images is to illustrate what the human eye would perceive, and not to provide a simple illustration of the full extent of the scheme from a given location. We therefore request that single frame images with a HFoV of 39.6° are included for all viewpoints, including those requested by Natural England which are located within the Lake District National Park (see below).	Landscape Institute Technical Guidance Note 09/21 Visual representation of development proposals. Photomontages with a HFoV of 53.5° are included in Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement (Document Reference F4.10.6). iv) Baseline photography has been recaptured where feasible and visualisations (photomontages) revised. The photography methodology is outlined in Volume 4, Annex 10.4: Seascape, landscape and visual impact methodology. Both photomontages and wirelines of the Morgan Array Area are presented in Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement (Document Reference F4.10.6). v) The images (at PEIR or in the Environmental Statement) have not been compressed either vertically or horizontally. Additional photography has been undertaken/retaken in an attempt to avoid glare. The wind turbines are clearly presented in the wirelines above the visualisations in Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement (Document Reference F4.10.6). vi) A single frame photograph has HFoV of 39.6°. For wind farm photomontages, in line with NatureScot guidance (2017) a 53.5° HFoV is used and 90° HFoV for context panoramas. The context panoramas in the Environmental Statement have a HFoV of 90°. This also conforms to Landscape Institute Technical Guidance Note 09/21 Visual representation of development proposals. Photomontages with a HFoV of 53.5° are included in Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement (Document Reference F4.10.6).	
Morg_0066_201_020623	S42	Email	Zone of Theoretical Influence (ZTI) As advised at the scoping stage, Natural England disagrees with the 50km study area used for the SLVIA. Due to the larger size of the turbines for Round 4 projects compared to earlier OWFs (in this case WTGs up to 324m to blade tip) we advise that the project should be using a 60km study area to ensure that impacts to designated landscapes can be fully considered. This is especially important due to the evaluation of the landscape within the south-western portion of the Lake District National Park. Natural England advices that the Morgan OWF SLVIA already provides the following evidence to support the requirement for a 60km study area:	A 60km radius study area is adopted specifically for the assessment of effects on Nationally/Internationally designated landscapes only (the Lake District National Park). Photomontages from the specified locations have been prepared as part of the seascape visual impact assessment see seascape visualisations in Volume 4, Annexes 10.6.1 to 10.6.6 of the Environmental Statement.	No
Morg_0066_202_020623	S42	Email	The proposed WTGs have the potential to appear visually significant from the two representative viewpoints situated within the Lake District National Park. We estimate the apparent heights of the nearest Morgan OWF WTGs from Gutterby Banks to be ~0.468 degrees, and from Buck Barrow, ~0.413 degrees. These apparent heights are significantly greater than those presented by the turbines of the Walney Extension OWF when viewed from these locations. i) In Natural England's experience, potentially significant visual effects can occur from viewpoints in designated landscapes where the apparent heights of WTGs exceed 0.4 degrees; this threshold has been consistently applied and tested at examination. ii) Buck Barrow is situated at the edge of the 50km study area, where a potentially significant apparent height can still be calculated, evidencing that the study area should be expanded.	A 60km radius study area is adopted specifically for the assessment of effects on Nationally/Internationally designated landscapes only (the Lake District National Park). Photomontages from the specified locations have been prepared as part of the seascape visual impact assessment see seascape visualisations in Volume 4, Annexes 10.6.1 to 10.6.6 of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_203_020623	S42	Email	Based on the potential for significant effects from the Lake District National Park, which we consider have not yet been appropriately evidenced, Natural England disagrees with the conclusion made within the SLVIA that the influence of Morgan OWF on the Lake District National Park is likely to be '*very limited*' (section 15.8.4.10 of SLVIA).	A further study of the effects of the Morgan Generation Assets on the Special Qualities of internationally and nationally designated landscapes such as the Lake District National Park is presented in the ES.	No
Morg_0066_204_020623	S42	Email	<u>Viewpoint Locations</u> While section 1.3.1.2 of Volume 4 Annex 15.3 states that a desktop study was used to identify representative viewpoints within the SLVIA study area, the methodology used to select these viewpoints is not provided. There are several potential viewpoint locations in the southwest corner of the Lake District National Park (Black Combe at 600m, Whit Fell at 573m, Whin Rigg at 535m and Muncaster Fell at 231m, - for example), and we wish to better understand why Buck Barrow was selected and why these others were not included. We estimate the apparent heights of the Morgan WTGs from Black Combe, for example, to be ~0.442 degrees and therefore potentially significant. Consequently, we advise that photomontages are supplied from these locations. We are available to discuss the matter further should this be of help.	The methodology used to select the representative viewpoints was based on NatureScot guidance (2017). A ZTV was used to identify candidate representative viewpoints, at sensitive locations, at different geographical locations. This was presented at a stakeholder workshop in late 2022, which Natural England was invited to. However, Natural England declined to attend and stated that it would comment on the PEIR chapter in its S42 responses. Buck Barrow was chosen as a high point within the 50km study area. In respect of the study on the effects of the Morgan Generation Assets on the Special Qualities of the Lake District National Park, a nationally designated landscape, a 60km study area has been applied. The four additional viewpoints, suggested by Natural England are included in the visual impact assessment as requested. Photomontages from the specified locations have been prepared as part of the seascape visual impact assessment, see Volume 4, Annex 10.6: Seascape visualisations of the Environmental Statement (Document Reference F4.10.6). It is not clear from Natural England's response whether the curvature of the Earth or the effects of perspective have been taken into consideration in their calculations. Regarding the assessment methodology, it is our judgement that a less than 0.5° (vertical) degree difference does not have the potential to be significant. Our assessment has taken into account the context and location of Morgan within the Irish Sea, behind/together with the existing offshore wind farms.	No
Morg_0036_009_020623	S42	Email	With respect to Seascape/Landscape planning, NRW (A) believe there will be no significant effects to any Welsh designated landscapes, and have no further comments at this stage regarding the proposals or Seascape Landscape Visual Impacts Assessments, however if the proposals materially change between the PEIR and ES, NRW (A) advise that a review of the potential impacts to Welsh designated landscapes may be necessary and we will review our position accordingly.	The Applicant notes your response.	No
Morg_0036_255_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. The following MDS scenarios for the Morgan Array Project are provided in Table 3.5 in PEIR Volume 1, Chapter 3: Project Description: • Scenario 1 - 107 x 293m tall turbines • Scenario 2 - 68 x 324m tall turbines These scenarios are also used in the Mona application.	The Applicant notes your response.	No
Morg_0036_256_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. NRW (A) advise that offshore turbines with tip heights up to 324m have an average 43km buffer for low magnitudes of effect (White et al., 2019).	The Applicant notes your response.	No
Morg_0036_257_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. Low magnitude buffer distances are an indication that there is a likelihood that there would be no significant effects on a high sensitivity receptor for the size of wind turbine at, or beyond, the distance stated.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0036_258_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. Designated landscapes on the North coast of Wales are all further than 43km from the Morgan Array Area. The Isle of Anglesey AONB is the closest at approximately 60km.	The Applicant notes your response.	No
Morg_0036_259_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. The closest points to the Morgan Array Area in Eryri National Park and the Clwydian Range and Dee Valley AONB are approximately 70km and 73km respectively.	The Applicant notes your response.	No
Morg_0036_260_020623	S42	Email	237. Seascape/Landscape Planning. Key issues. Based on this, NRW (A) are satisfied with the 50km study area used in the SLVIA, which scopes out the above designated landscapes. NRW (A) therefore have no further comments at this stage regarding the proposals or SLVIA. If the proposals materially change between the PEIR and ES, such as by moving the array area significantly southwards or significantly increasing the height of the turbines, NRW (A) advise that a review of the potential impacts to Welsh designated landscapes may be necessary and we will review our position accordingly.	The Applicant notes your response.	No
Morg_0068_020_020623	S42	Email	4. Volume 2, chapter 14 (other sea users) and chapter 15 (seascape and landscape visual) have considered the Isle of Man Offshore Wind Farm and demonstrates the need for a consistent approach and consultation.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_027_020623	S42	Email	3. Cumulative Seascape, Landscape and Visual Effects and any associated mitigations.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant. The cumulative assessment of the effects on seascape and landscape character and on views is set out in section 10.9.4 of Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement. The cumulative effects assessments of both aspects of SLVIA have used the MDS set out in section 10.9.2 of Volume 2, Chapter 10: Seascape, Landscape and Visual Resources of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0079_001_040623	S47	Email	The proposed project will have a widespread impact on the environment and on long-established lifestyle elements, which the Manx people and visitors to the island enjoy.	The Next Steps section of the Socio-economics PEIR chapter indicated the need for further consideration of the potential socio-economic effects arising from the issues associated with potential impacts on ferry routes. The assessments have been updated between PEIR and Application following key changes to the project design. The potential impacts on ferry services (both alone and cumulatively) are considered in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement. The potential socio-economic impacts of disruption to ferry services are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0079_002_040623	S47	Email	We would bring to your attention, the fact that people visit the Isle of Man to experience freedom from the disorganised clutter which now characterises large parts of the UK. An important part of this is to be able to enjoy the sense of distancing afforded by looking out over the Irish Sea, for instance from Douglas, the island's capital and main resort. At 22 km, turbines, approximately 300 m tall will be clearly visible and quite simply spoil this experience.	Potential impacts during the operations and maintenance phase are assessed for both Northwest England and North Wales. This information is included within the Environmental Statement in Volume 2, Chapter 13: Socio-economics which includes an assessment on the potential impacts on tourism.	No
Morg_0079_005_040623	S47	Email	Your listing of effects which should be considered in relation to the project, clearly indicates that you are aware that the overall impact would be negative and that your projected use of a large chunk of the marine environment would cause various forms of disruption, deterioration and disturbance for the sake of supplying power to a relatively small number of UK households for a relatively short time. We find this a disproportionate way of thinking.	The Applicant notes your response. The assessment of potential environmental impacts from the Morgan Generation Assets is presented in Volume 2, Chapters 1 to 15 of the Environmental Statement. The assessment methodology is detailed within Volume 1, Chapter 5: Environmental Impacts Assessment Methodology of the Environmental Statement, the policy and legislative context on which the assessments are undertaken is presented within Volume 1, Chapter 2: Policy and legislative context of the Environmental Statement.	No
Morg_0101_001_200423	S47	Online form Q1	This project clearly cannot go ahead as it will prove an eyesore off the coast of the Isle of Man, and will cause a major disruption to shipping route and ferries from the Isle of Man to Liverpool, especially in bad weather and emergency situations. Danger to fisheries and lifeboat access.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13.1 of the Environmental Statement) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Visual impacts are considered within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0101_002_200423	S47	Online form Q2	Bad for environment, ugly, danger to yet more birds.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement. Potential impacts on offshore ornithology are assessed within Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement.	No
Morg_0101_008_200423	S47	Online form Q1.10	Isle of Man is UNESCO biosphere. Do not blight the horizon and seascape.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0103_008_210423	S47	Online form Q1.10	Unlikely to have a visual impact	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0106_001_220423	S47	Consult Online	The current wind farms have destroyed the visual amenity of the Cumbrian cost [sic.]. It is an unwanted industrialisation of nature. My grandchildren will never see the horizon or a sunset as they should. At night, the overly bright lights can be seen from the Cumbrian mountains, looking like a massive oil refinery off the coast and blighting our view of the stars (no dark skies for us). Any industrial developments like this should be positioned so that they cannot be seen from the shore. But if we are to have this blight foisted on us, then the people most affected should either get share of the profits or free electricity in perpetuity.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0114_005_250423	S47	Online form Q1.10	Nobody enjoys the view of somebody else's windfarm on their horizon. While this is only making money and clean energy for the UK, the Isle of Man gets the downside with no benefits. You need to strike a deal to sell green electricity to Manx Utilities at a discounted rate to compensate. I would then see a benefit for the intrusion. The Morgan windfarm is a lot closer to the Isle of Man than to the UK.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0115_008_260423	S47	Online form Q1.1	Will they be viewable from the shore creating an eyesore and interrupting the view of the horizon from the local beaches?	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0115_018_260423	S47	Online form Q1.10	where is the information accessable [sic.] for this study? what is the impact of Seascape, Landscape and Visual Impact Assessment.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0116_002_260423	S47	Online form Q3	Is the project going to benefit Isle of Man residents in any way? It will be clearly visible from the island and potentially impact travel/freight to and from the island so if it goes ahead it must support the Manx economy too e.g. with providing jobs and electricity to the island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 of the Environmental Statement) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. Broader socio-economic impacts are considered in the chapter in Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The visual impacts of the project are considered in Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	
Morg_0123_004_020523	S47	Online form Q1.10	The existing Wind Turbines in the Irish sea are already visually intrusive - this proposal will compound that problem.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0123_006_020523	S47	Online form Q1.12	The visual intrusion is already impairing tourism on the Isle of Man - this proposal will compound that problem.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0127_001_040523	S47	Consult Online	I am opposed to these plans to build wind farms in the Irish sea. In my view they are ruining the land and seascape. They are a very expensive and unnecessary addition to the National grid. Spend the money building nuclear power stations and shale gas extraction.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0144_009_170523	S47	Online form Q1.10	Ugly	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0148_003_190523	S47	Online form Q1.10	It will be highly visible to the residents of the Isle of Man	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0155_016_230523	S47	Online form Q1.10	Unsightly	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0161_015_250523	S47	Online form Q1.10	Monumental eyesore to our planet.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0180_016_010623	S47	Online form Q1.10	Destroying the beauty of the Irish Sea.	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0187_011_020623	S47	Online form Q1.10	No particular objections to offshore wind farms from a visual aspect.	The Applicant notes your response.	No
Morg_0191_006_030623	S47	Online form Q1.1	I have no issue with the visual impact	The Applicant notes your response.	No
Morg_0199_009_040623	S47	Online form Q1.10	The size of the Morgan site appears to be approximately half the size of the Isle of Man, and 'parked' right outside of the Island's capital and main sea port presenting, at minimum, and	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			dependent on location, a wall of wind turbines approximately 11 miles wide. This will this adversely impact the view out to sea.		
Morg_0199_013_040623	S47	Online form Q1.13	The size of the Morgan site appears to be approximately half the size of the Isle of Man, and 'parked' right outside of the Island's capital and main sea port presenting, at minimum, and dependent on location, a wall of wind turbines approximately 11 miles wide. Not only will this adversely impact the view out to sea, having (a) a negative aesthetic impact, which could also negatively affect tourism,	The Applicant notes your response. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0199_014_040623	S47	Online form Q1.13	and (b) a negative impact the duties of the Isle of Man Coastguard, it would also present a substantial physical barrier at sea and consequently a large navigational hazard, in an area already overcrowded with wind farms. This will affect any vessels attempting to transiting the Irish Sea, not least of which being the Isle of Man Steam Packet ferries, affecting tourism and otherwise greatly inconveniencing people on both sides of the Irish Sea, especially in bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1 of the Environmental Statement) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Visual impacts have been assessed within Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	Yes
Morg_0207_001_040623	S47	Online form Q1.7	As an IOM resident I am very concerned about the cumulative effects of the Irish Sea wind farms. They offer no benefits to the IOM, just negatives in terms of visual impact and potential disruption to our shipping routes. This is not only in terms of increased journey times, but the potential for more cancelled sailings - especially during periods of bad weather. The ferries are an essential service for residents and businesses alike. There is currently a proposal to change the postal service from air to sea transportation. If this actually goes ahead, it will make any negative effects on the ferry service considerably worse.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1 of the Environmental Statement) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	

D.24.17 Aviation and radar table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0048_004_290523	S47	Email	In addition the project should also ensure that there is not an adverse impact on the Isle of Man Airport's radar and air traffic control or the operation of military jets by RAF or BAE Systems test flights for fast military jets from Warton – which in turn would jeopardise the operation of the island lifeline commercial airline links (including patient transfers to UK hospitals) plus emergency air ambulance services to / from UK hospitals by fixed wing aircraft and Great North Air Ambulance Helicopters.	Potential impacts on aircraft operations and aviation radar are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	No
Morg_0048_007_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: No adverse impact on lifeline air links to the Isle of Man (including commercial flights and air ambulance services).	Potential cumulative impacts on aircraft operations and aviation radar are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	Yes
Morg_0049_004_290523	S47	Email	In addition the project should also ensure that there is not an adverse impact on the Isle of Man Airport's radar and air traffic control or the operation of military jets by RAF or BAE Systems test flights for fast military jets from Warton – which in turn would jeopardise the operation of the island lifeline commercial airline links (including patient transfers to UK hospitals) plus emergency air ambulance services to / from UK hospitals by fixed wing aircraft and Great North Air Ambulance Helicopters.	Potential impacts on aircraft operations and aviation radar are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	Yes
Morg_0005_004_310523	S42	Email	Layout. The turbine layout design will require MCA agreement prior to construction to minimise the risks to surface vessels, including rescue boats, and Search and Rescue aircraft operating within the site. As such, MCA will seek to ensure all structures are aligned in straight rows and columns, including any platforms. Any additional navigation safety and/or Search and Rescue requirements, as per MGN 654 Annex 5, will be agreed at the approval stage.	The Applicant has committed to two lines of orientation in the layout of structures within the Morgan Array Area to address potential impacts on search and rescue and shipping and navigation. The MCA will be consulted on the final layout for approval prior to construction.	Yes
Morg_0005_008_310523	S42	Email	Emergency Response. An Emergency Response Cooperation Plan is required to meet the requirements of MGN 654 Annex 5 and will need to be in place prior to construction. The ERCoP is an active operational document and must remain current at all stages of the project including during construction, operations & maintenance and decommissioning. A SAR checklist will be discussed as the project progresses to track all requirements detailed in MGN 654 Annex 5.	The Applicant notes your response. The Applicant has committed to developing an ERCoP as per the requirements of MGN654.	No
Morg_0056_004_020623	S47	Email	General PEIR Feedback Harbour Energy responds to the PEIR consultation in the spirit of cooperation and recognises the need for coexistence. The feedback provided below outlines the access zones required to maintain availability to the platform and subsea facilities. Shipping and navigation distances are provided below for completeness; however, helicopter access to the Millom West platform and a future decommissioning rig at Millom East wellheads defines the access zone requirements.	Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). The Applicant reciprocates the spirit of cooperation and the need for coexistence extended.	No
Morg_0056_005_020623	S47	Email	Harbour Energy has consulted with an independent aviation specialist to establish the minimum requirements for aviation operations within a windfarm; however, at the end of 2022, a working group was formed comprising of the CAA and all the North Sea helicopter operating companies. The aviation distances provided below are subject to change pending the CAA's revised CAP 764 Policy and Guidance or the CAA's Specific Approval for Helicopter Offshore Operations (SPA HOFO).	Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). The Applicant notes that the update to CAP 764 has not been published to date.	No
Morg_0056_009_020623	S47	Email	Chapter 14 Other Users and Chapter 16: Aviation and Radar PEIR Ref Table 14.11 Measures adopted as part of the Morgan Generation Assets, Section 14.8.4 Reduction or restriction of oil and gas exploration activities within the Morgan Array Area, Section 14.9.2.3 Maximum Design Scenario – impacts not considered in the CE	Potential impacts on Harbour Energy activities (including cumulative as applicable) are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0056_010_020623	S47	Email	PEIR Ref Section 16.4.6 Helicopter platform equipped oil and gas platforms, Section 16.4.9 Helicopter platform equipped oil and gas platforms, Appendix A of volume 4, annex 16.1 Aviation and radar technical report of the PEIR	The Applicant notes your response.	No
Morg_0056_011_020623	S47	Email	To maintain access to a rig when located at the Millom East WHPS's to support future decommissioning activities, will require an aviation access sector free from any wind turbine generators (including rotors) comprising of: 1. A radius of 6.1km (3.3nm) around the Millom East WHPS's; and 2. A 3.7km (2nm) wide corridor oriented into the prevailing wind and extending from the Millom East WHPS's to 13.0km (7nm).	Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0056_012_020623	S47	Email	Any windfarm layout that has wind turbine generators within 6.1km (3.3nm) of the Millom East WHPS's would result in a significant reduction in flight availability and would create a restriction on decommissioning activities by way of impeding our emergency response capabilities. Harbour Energy intends to discuss this matter further with the Morgan Wind Farm project team in the spirit of developing solutions for co-existence.	Consultation has taken place with Harbour Energy throughout the pre-application phase. Potential impacts on Harbour Energy activities are considered in Volume 2, Chapter 9: Other sea users of the Environmental Statement (Document Reference F2.9) and Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11). There is ongoing engagement between the parties and emergency response will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0056_013_020623	S47	Email	PEIR Ref Section 14.4.2.18 Oil and gas platforms and pipelines Millom will require aviation access, schedule for decommissioning is as follows: 1. Millom East: from 2027 to approximately 2032 at the WHPS's and PLEM.	The Applicant notes the dates provided. Potential impacts on Harbour Energy helicopter operations are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement (Document Reference F2.11).	No
Morg_0065_169_020623	S42	Email	Chapter 16 Aviation and Radar (Ronaldsway Airport) As an airport, we take the safety and security of our passengers, employees, and aircraft very seriously, and we understand that the development of offshore wind farm can potentially impact aviation safety. To ensure the safety of aircraft operating in the vicinity of offshore wind farms, it is essential that appropriate mitigation measures are put in place to ensure that any potential impacts on aviation safety are identified and addressed. This includes conducting thorough impact assessments, technical safeguarding assessments of aerodrome navigation systems, developing appropriate mitigation measures, and regularly monitoring the wind farm's impact on aviation safety to ensure that these measures remain effective.	Potential impacts on Ronaldsway Airport Instrument Flight Procedures and radar are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. The Applicant is continuing to engage with Ronaldsway Airport on potential mitigation.	No
Morg_0065_170_020623	S42	Email	We are committed to working collaboratively with all stakeholders to ensure that any development of offshore wind farms does not compromise the safety of air travel and welcome any opportunities for further engagement with the project teams.	Potential impacts on Ronaldsway Airport Instrument Flight Procedures and radar are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. The Applicant is continuing to engage with Ronaldsway Airport on potential mitigation.	No
Morg_0068_015_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No
Morg_0068_021_020623	S42	Email	5. Volume 2 chapter 16 (Aviation and Radar): this is a key area of concern. The chapter does refer to impacts upon the Isle of Man itself but concludes no transboundary impacts. The Isle of Man Offshore Wind Farm once again is not included in this chapter.	The Mooir Vannin offshore wind farm is considered in the CEA presented in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement as a Tier 2 project. The Isle of Man is a Crown Dependency of the UK and not an European Economic Area (EEA) State. Therefore, Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 does not	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				apply to the Isle of Man. For this reason, it is not considered to be a transboundary consultee for the Morgan Generation Assets. As such, potential impacts upon environmental receptors within the Isle of Man are not considered to be transboundary.	
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_028_020623	S42	Email	4. Cumulative Radar and aviation assessment and any associated mitigations.	The Mooir Vannin offshore wind farm is considered in the CEA presented in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement as a Tier 2 project.	No
Morg_0069_010_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No
Morg_0069_011_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Barrow, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0070_009_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0070_010_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Burbo Bank Extension, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0070_013_020623	S42	Email	Radar We would like to understand better from you your proposed radar mitigation solutions to ensure that they do not adversely affect the solutions currently in place for Burbo Bank Extension.	Potential impacts and mitigation in relation to radar are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. It is not anticipated that an aviation radar stakeholder would adversely change agreed mitigations in place to benefit other wind farms in development. Mitigation solutions would be agreed to maintain current safety of the airspace and its activities.	No
Morg_0071_008_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No
Morg_0071_009_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Burbo Bank, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0072_009_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No
Morg_0072_010_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Walney 3 and 4, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0072_013_020623	S42	Email	Radar We would like to understand better from you your proposed radar mitigation solutions to ensure that they do not adversely affect the solutions currently in place for Walney 3 and 4.	Potential impacts and mitigation in relation to radar are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. It is not anticipated that an aviation radar stakeholder would adversely change agreed mitigations in place to benefit other wind farms in development. Mitigation solutions would be agreed to maintain current safety of the airspace and its activities.	No
Morg_0073_008_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	
Morg_0073_009_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between Walney 1 and 2, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0081_001_050623	S47	Email	I'd like to register Isle of Man Airport's interest in your wind projects, on the grounds of flight safety. Please ensure that IOM Airport is on your consultation list.	Potential impacts on Ronaldsway Airport Instrument Flight Procedures and radar are considered in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. The Applicant is continuing to engage with Ronaldsway Airport on potential mitigation.	No
Morg_0087_019_020623	S42	Email	Helicopter activity It is difficult to quantify the level of impact helicopter usage during the construction and operation of the Morgan Offshore Wind Project. It is noted that the PEIR highlights that there may be 2 helicopter supports completing 365 return trips during installation works. No heliport site(s) or transit route(s) have been identified within the PEIR documentation. We would appreciate if more information on this could be provided so we can properly understand and respond to the potential impacts and mitigations being proposed.	Helicopter operations will be conducted in Class G (uncontrolled airspace) in Visual Meteorological Conditions (VMC) under normal Rules of the Air and the 'See and Avoid' principle. Daily construction, operations and maintenance helicopter movements, conducted below 5,000 ft Above Mean Sea Level (AMSL), are likely insignificant compared to current Irish Sea Class G aviation activity. Heliport site(s) are yet to be confirmed; further information can be provided in regard to helicopter support operations when the mode of operation has been decided.	No
Morg_0087_020_020623	S42	Email	Emergency response We would be happy to discuss with you appropriate communication and collaboration between West of Duddon Sands, Morgan Offshore Wind Project, and other nearby offshore wind developments in circumstances where emergency responses are required, for example in the event of accidents or pollution spills.	The Applicant notes your response. There is ongoing engagement between the parties and this matter will be considered in a spirit of coexistence post consent once operational details are known.	No
Morg_0137_003_120523	S47	Online form Q3	From what I can see on the map, the proposed siting, and the onwards distribution of the power generated, the Isle of Man will not benefit in any way shape or form from the proposed wind farm. We have all the downsides of the detrimental impact on the shipping and potentially also flight routes, the detrimental impact on the local fishing fleet, the resulting increase in price on all imported items as there will be an increase in the cost of importing into the Island, the health and financial cost of the increased use of fossil fuels resulting from increased length of journeys in order to avoid the wind farm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				perspective. The health effects of the Morgan Generation Assets contribution to climate change have been assessed as part of the Environmental Statement (Volume 2, Chapter 14: Human health) and no adverse significant effects are anticipated. Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	
Morg_0137_023_120523	S47	Online form Q1.11	What evidence do you have to demonstrate that there will be no detrimental effect on aviation in the area? This can be badly affected by weather as it is, and no further impediments to our travel can be tolerated. Air travel in particular can literally be a matter of life or death.	Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	No
Morg_0161_016_250523	S47	Online form Q1.11	Direct image to low level flying exercises and commercial travel to IOM	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts on aircraft operations, including low flying operations, are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	Yes
Morg_0203_001_040623	S42	Online form Q1.11	As already identified in the Civil and Military aviation and radar report the development of the off shore windfarm will have an impact on the Minimum safety altitude currently used by Blackpool Airport. It is also likely that the development with have an impact on current and planned instrument flight procedures (IFPs) to Blackpool Airport. The airport seeks reassurance that the development of the offshore project will not impact the MSAs and/or current or planned IFPs.	The potential impact on Blackpool Airport is considered within Volume 2, Chapter 11: Aviation and radar of the Environmental Statement. Analysis conclusions indicate that there will be no impact to Blackpool Airport Instrument Flight Procedures (IFP)/MSA.	No
Morg_0205_001_040623	S47	Online form Q1.11	Liverpool Airport accepts EnBW's Aviation Consultants IFP assessment which has established that the IFP safeguarded areas will not be impacted by the Morgan Generation Assets. (Vol.2 Ch16: 16.4.10.1). Liverpool Airport also accepts that the radar LoS analysis results which predict that the Liverpool Airport PSR will not theoretically detect the operational wind turbines of the Morgan Generation	A radar line of sight assessment has concluded that the Liverpool Primary Surveillance Radar system will not theoretically detect the maximum blade tip height wind turbines placed within the Morgan Array Area. An Instrument Flight Procedure (IFP) assessment has concluded that the airport IFP will not be impacted (see Volume 2, Chapter 11: Aviation and radar of the Environmental Statement). As such, no further monitoring or flight trials is proposed by the Applicant.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Assets at a blade tip height of 324m above LAT. (Vol.2 Ch16: 16.4.8.1) Liverpool Airport has No Objection to the Morgan Offshore Wind Project. However, Liverpool Airport does request a Condition that a flight trial is carried out post constriction to establish if there is any effect to the Liverpool Airport PSR.		
Morg_0035_004_260623	S42	Email	I write to confirm the safeguarding position of the Ministry of Defence (MOD) in relation to the request made by the applicant for comment on Preliminary Environmental Information Report (PEIR). This project includes provision for the construction, operation, maintenance and decommissioning of an offshore wind farm located, approximately 36 kilometres from the northwest coast of England and approximately 22 kilometres from the Isle of Man	Response received and noted.	No
Morg_0035_005_260623	S42	Email	The development would comprise the following infrastructure components: up to 107 wind turbine generators (with a maximum blade tip height of 324 metres above Lowest Astronomical Tide (LAT)), inter-array cables, offshore substation platforms, and possible platform link cables to connect offshore substations. The PEIR recognises the principal defence issues that could be impacted by the progression of the proposed development. In Chapter 16: Civil and Military Aviation and Radar (April 2023) of the PEIR, the developer reflects the content of a previous MOD response to consultation dated 14 July 2022. The use of airspace in the vicinity of the proposed development for defence purposes ha been appropriately identified and considered, the requirement to supply sufficient information to allow accurate charting of the development and for the installation of appropriate aviation safety lighting is addressed in Table 16.11 Measures adopted as part of the Morgan Generation Assets. The mandatory requirements set out in Civil Aviation Authority publication CAP 393 for aviation safety lighting are specifically referenced.	Response received and noted.	No
Morg_0035_006_260623	S42	Email	The PEIR detail the potential for radar systems to be affected by the proposed wind farm, highlighting the potential for the development to be within radar line of sight (RLoS) of radar systems at Warton and RAF Valley. I can confirm that we do not anticipate that the development would have an operational impact on either of the identified radars.	No anticipated operational impact to Warton & RAF Valley radar noted.	No
Morg_0035_007_260623	S42	Email	An assessment of the location of the offshore element of the development has confirmed that the proposed development area does not overlap with any military danger areas or Practice and Exercise Areas (PEXA). We do not therefore anticipate there to be any concerns relating to military maritime activities. The MOD has highly surveyed routes which maybe relevant to the installation of the export cables & associated infrastructure. MOD should be consulted at the next stage of any application to determine any impact on these routes. I trust this clarifies our position on this consultation. Please do not hesitate to contact me should you wish to consider these points further.	No anticipated impact to military marine activities noted. The Applicant will remain engaged with the MOD at the next stage of the application to determine any impact on highly surveyed routes.	No

D.24.18 Climate change table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0043_001_240523	S47	Email	The cumulative effects of the Morgan, Morecambe and Mona proposed wind farm developments have generated a number of concerns about potential impacts on the safety, reliability, comfort and carbon dioxide emissions of the ferries between the Isle of Man and the English coast. I am also concerned that there are potential impacts for the Manx economy that have not received attention. Specifically my concerns are:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.11). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	Yes
Morg_0043_005_240523	S47	Email	Shipping: The standard route from Heysham to Douglas will increase by 1.1 nautical miles (and the Liverpool to Douglas by 0.4 nm). With several sailings per day all year round there will be a cumulative impact on carbon emissions linked to the Isle of Man due to additional distances travelled. Increases in bad weather steaming times are more significant and will have a greater impact on such emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.3)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0043_006_240523	S47	Email	Socio-economic: The Preliminary Environmental Impact Report considers possible adverse socioeconomic effects for Northwest England and Wales but does not appear to consider such effects for the Isle of Man. Economic losses in tourism could be caused by adverse impacts to scenery, restriction of movements of cruise ships and increased losses due to cancelled ferries. Cumulative impacts of numerous wind arrays just outside Manx Waters may restrict development of the proposed offshore wind generation area in Manx territorial waters, with negative impact on the Manx economy and carbon budget.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0053_003_010623	S47	Email	North West Public Transport Users' Forum Community Interest Company trading as TravelWatch NorthWest Company No. 6181713 Registered Office: 11HarvelinPark, Todmorden, LancsOL14 6HXIt will not help the work to tackle climate change if ferry companies have to use more fuel avoiding windfarms because of a lack of adequate consideration of the needs of the ferry companies and their passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1).	Yes
Morg_0059_033_020623	S47	Email	<u>Section 4: Environmental Impact On Route Diversion</u> As an example and to illustrate the Environmental impact caused on Douglas-Heysham diversion by the Ben-My-Chree as result of the Morgan project and in way of additional CO2 emission, 848 tonnes of CO2 per year will be produced as result. The additional amount of CO2 emissions indicated does not include those created during adverse weather	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			routing which will significantly increase (diversion of 40mins per trip and on the basis of conservative 10% of the annual number of trips will add further 422 tonnes of CO2 emissions).	Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0065_171_020623	S42	Email	Chapter 17 Climate Change • The PEIR report is comprehensive and ties in to UK National Planning policy, plus energy and climate policy • The GHG emissions are clearly stated across each stage, construction, operation and decommissioning • The whole-life avoided-emissions are clearly stated and show that the developments, despite being emitters, are positive for overall global emissions when comparing them to fossil fuels • Adaptation risks have been considered. • The PEIR report is a fair and reasonable assessment. • In addition, noting the concerns regarding the potential effects on shipping and navigation route as a result of this proposed development; from a climate change point of view the shipping and navigation section seems to be well assessed, and since ferries are by far the lowest emitting way to travel to and from the Island, it is very important that these routes are not significantly affected by this development proposal.	The Applicant notes your response.	No
Morg_0065_183_020623	S42	Email	Climate Change 1.8.5.3 It is proposed that transboundary impacts on climate change are screened into the EIA process. NOTED. This comment is also relevant to those made in respect of the Commercial Fisheries chapters.	The Applicant notes your response.	No
Morg_0076_016_020623	S47	Email	INITIATIVES Stena Line has been spearheading sustainable practice for many years. In 2015, Stena Line converted the Stena Germanica to run on both diesel and methanol, making it the world's first Roll-on Passenger (RoPax) vessel to do so.2 Since then, Stena Line has developed the new E-Flexer class vessels and the NewMax vessels.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_019_020623	S47	Email	GREEN ENERGY Stena Line has set a target to reduce CO2 emissions from its vessels by 30% by 2030.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_020_020623	S47	Email	GREEN ENERGY At present, 100% renewable electricity is used in Stena Line's shore operation (by purchasing green credits for three of its ports) and about 20% of all Stena Line terminals offer shore power connections to Stena Line vessels.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_021_020623	S47	Email	GREEN ENERGY Stena Line is also investing in new green technologies including battery power, quayside	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			powerbanks for charging electric ferries, alternative fuels (including methanol), utilising artificial intelligence in route planning and efficient ship designs.		
Morg_0076_022_020623	S47	Email	GREEN ENERGY The construction of the Wind Farms poses a concern to Stena Line's sustainability strategy insofar as Stena Line's vessels will be forced to deviate and take longer routes to safely transit around the Wind Farms' footprint. As noted above, this is in turn will increase fuel consumption and consequently greenhouse gas emissions. In addition, the impact on Stena Line's route operations may make it more difficult to ensure compliance with international and regional emissions regulations (including the IMO's Energy Efficiency Existing Ship Index and Carbon Intensity Indicator regulations and the EU Emissions Trading System). Accordingly, the Wind Farms' green energy credentials need to be assessed in the round, and according to the impact it will have on Stena Line's, and numerous other stakeholders', own sustainability strategies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. Consideration has been given to the indirect impact of route deviation within the greenhouse gas technical report (Volume 4, Annex 12.1: Technical greenhouse gas assessment) and has been considered in the operations and maintenance assessment (section 2.10.6 of Volume 2, Chapter 12: Climate change of the Environmental Statement). This draws on information presented within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and the navigation risk assessment (Volume 4, Annex 7.1).	Yes
Morg_0076_039_020623	S47	Email	Another concern that Stena Line have is the potential environmental impact caused by increased emissions from the additional transit distance and resulting fuel consumption. This may also adversely affect Stena Line's ability to comply with regional and international maritime emissions regulations, including the IMO's CII regulations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0090_002_040623	S47	Email	Climate change, as pushed by the mainstream media, is, of course, a hoax with which to upgrade fear in the public domain and brainwash the masses in readiness for a much bigger agenda; as well as distracting them from the main agenda.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0090_003_040623	S47	Email	The earth has had periods of imbalance throughout history, but nature will always correct this of its own accord if left to its own programming.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0090_004_040623	S47	Email	he necessity for a so-called Net Zero is pure invention and in itself a threat to the delicately balanced CO2 level required for life, of which we are demonised on a daily basis. However, if we significantly reduce the CO2 from its current level, nothing will be able to survive - including mankind.	The Applicant notes your response. Information relating to climate change is presented in Volume 2, Chapter 12: Climate Change of the Environmental Statement.	No
Morg_0137_008_120523	S47	Online form Q6	This project seems to have been driven by profit rather than environmental gains. Its siting will cause an increase in the use of fossil fuels from the shipping forced to take different. longer routes to avoid it.	Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	No
Morg_0137_012_120523	S47	Online form Q6	I really feel that the Isle of Man has not been taken into consideration at all. This project has no upside for us on the Island.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No
Morg_0146_006_180523	S47	Online form Q1	3 - And to the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0147_006_180523	S47	Online form Q1	I support the renewable generation of power using wind - in principle. However, as a resident of the Isle of Man, I am concerned about the potential impact on our lifeline routes to both Liverpool and Heysham. This proposed windfarm is in addition to existing windfarms in Morecambe Bay and Liverpool Bay. This is likely to increase journey time and fuel consumption. Also this windfarm may impact on the bad weather routing of our ferries, possibly causing cancellations and delays. This proposal appears to have no benefits for the Isle of Man, but many possible adverse affects - delays, costs and increased carbon emission. Please consider these points when the location and boundaries are finalised.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0148_001_190523	S47	Online form Q1.1	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0184_001_020623	S47	Online form Q1	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7)	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0184_002_020623	S47	Online form Q5	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0184_003_020623	S47	Online form Q1.7	I object to the siting of the Wind Farm. It is likely to effect the sailing route of the Steam Packet, which will increase journey time and use more fuel, this is not 'green'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0187_005_020623	S47	Online form Q6	As a retired engineer I would like to know the cost in carbon emission terms of the lifetime of an average wind turbine, including raw material manufacture, component manufacture, installation and servicing and end of life recycling. What is the expected life of a wind turbine and what percentage of of that lifetime, on average, would be used in offsetting the carbon emissions from the above carbon footprint.	This is discussed as part of the climate change assessment, see Volume 2, Chapter 12: Climate change of the Environmental Statement.	No
Morg_0187_013_020623	S47	Online form Q1.12	I have concerns about the carbon emissions from the construction, servicing and end of life recycling of the turbines versus the amount of zero emission electricity generated. How long on average would it take for a turbine to become carbon neutral?	This is discussed as part of the climate change assessment, see Volume 2, Chapter 12: Climate change of the Environmental Statement.	No
Morg_0191_001_030623	S47	Online form Q1	As an Isle of Man resident I have the following concerns, particularly in relation to the IOM to Heysham route - The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_002_030623	S47	Online form Q5	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_003_030623	S47	Online form Q6	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0191_004_030623	S47	Online form Q1.7	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_005_030623	S47	Online form Q1.9	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0199_012_040623	S47	Online form Q1.12	Please define "climate change". I assume what's meant by this is some irreversible impact on expected long-term weather patterns. However, "climate change" is such a broad term as to be completely useless; it could mean anything: hotter, colder, wetter, dryer; seemingly no-one can predict which it'll be, meaning that no change is equally as likely, and it can mean whatever those who have control over it's meaning want it to mean. Basically, if today is not the same as yesterday, scream: "climate change!!!" and demand people now do this or that. The climate changes, has changed and will change, whether human activity has impacted it, or is impacting it, or not. There is historical empirical evidence of that. The fact that the weather is unpredictable should be enough to make it self-evident that "climate change" is difficult to prove, itself being linked to weather, which is a chaotic system. The term "climate change" is just an ill-defined excuse to create impositions for people.	The Technical greenhouse gas assessment (Volume 4, Annex 12.1) and Climate change risk assessment (Volume 4, Annex 12.2) set out the information that is used to inform the climate change impact assessment. The climate change assessment considers carbon emissions associated with the manufacturing, construction, operation and decommissioning of the wind farm as well as the benefits of renewable energy generated in reducing carbon emissions (see Volume 2, Chapter 12: Climate change of the Environmental Statement).	No
Morg_0213_001_250823	S47	Email	My main concern is for possible disruption to Isle of Man ferry services in bad weather situations. Also your estimates for GHG emitted during construction and GHG savings from the generation of "clean" electricity during the lifetime of the wind farm do not appear to offer much savings per annum if the expected life is until 2060.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The potential impacts associated with climate change are presented in Volume 2, Chapter 12: Climate change of the Environmental Statement. Calculations in relation to greenhouse gas emissions are presented in Volume 4, Annex 12.1 Technical greenhouse gas assessment of the Environmental Statement.	Yes

D.24.19 Socio-economics table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0001_001_110423	S47	Email	The mapping suggests that the 'Farms' are directly in line with vital shipping routes between the IOM and England. To disrupt this direct route is an obvious non starter both economically for the IOM Steam Packet Co. and for the disruption of additional time needed to circumvent the farms and the additional fares that will be charged as well as having to experience longer journeys in often rough sea conditions. In addition the freight charges will be increased and the costs will be passed onto from the suppliers to the customers. An element of increased risk navigating through or round such structures also comes to mind.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0004_001_120423	S47	Email	I believe that these projects will have a negative impact on the ferry crossings between the UK and the Isle of Man. the Steam Packet Company provides a vital lifeline for the Isle of Man, and any delays or disruptions to their service would have serious consequences for our island community. I believe that the construction of these wind farms would seriously hinder ferry crossings, resulting in longer travel times and reduced accessibility for the people of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0004_002_120423	S47	Email	I am worried about the cumulative effect that numerous Irish Sea wind farm projects will have on the viability of the Steam Packet's routes. The addition of these wind farms may further compound the difficulties faced by the ferry company, making it even harder for them to provide a reliable and efficient service to our community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0006_001_150423	S47	Email	Have you deliberately left the Port of Heysham off your map of the proposed Morgan wind farm? This proposed farm may have an adverse effect on the sailings between Douglas and Heysham Port, the latter of which is an important lifeline for the IoM	The Port of Heysham is shown on relevant figures within the shipping and navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) (Document Reference F2.7). The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0009_001_190423	S47	Email	I feel I must object to the proposed Morgan wind farm purely because of its interference with Isle of Man Steam Packet Company routes. In the same way that no-one would consider blocking a motorway, there should be no consideration given to causing issues with the Isle of Man's main, year-round lifeline for goods and passengers. The reduction in open sea for navigating in rough weather is likely to result in many more cancelled and disrupted sailings.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0010_001_190423	S47	Email	I am very concerned not to say almost horrified at the proposals that will affect our ferry routes drastically. To get from Liverpool to Douglas will now require a major diversion, as the regular route runs through the edge of your site. In the case of poor weather conditions, high winds etc (which are well known constants in the Irish Sea) any attempt to use a safe route will require a major redirection adding potentially up to two hours travelling time, additional discomfort to those who are sick and potentially danger in trying to cope with tides and winds from changed routes. It will clearly be impossible to travel safely on the existing routes as any attempt to do so would bring the ferries too close to wind turbines.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0019_001_240423	S47	Email	I do agree there is a need for clean electricity, by wind farms. However I disagree if this effects essential shipping routes to a Island that is dependent on the North West. For our essential supplies food, medicine, building materials agriculture materials and live animals vehicles and vehicle parts, tourism both ways arrive from Isle of man, Heysham and Liverpool. Going further by sea adds to pollution and costs to all of us. Please consider our Isle of man Shipping routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0021_001_250423	S47	Email	If this site was to go ahead it could have a deep impact on the people and businesses on and off the Isle of Man. Much of the Islands trading involves travel to and from Liverpool and the Mona site would mean a change in the usual direct route. This would then mean that travel costs and travel time would also have to be raised. We are very much against the Mona site proposal.	The Mona Offshore Wind Project is being taken forward as a separate Development Consent Order. Please note in relation to the Morgan Generation Assets that the NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0024_001_300423	S47	Email	I am very much in favour of wind farms in general, but I live on the Isle of Man and I am very much concerned on the impact these wind farms could have on our shipping route between the Isle of Man and the UK. there's not a lot of room for ships to pass through, whether for passengers or containers bringing food and other supplies to the island. In poor weather, when ships may need to take alternative routes, it is very likely that this could mean longer journeys to avoid wind turbines or no crossings for periods of time in the winter. This is my concern. One wind farm would not cause too many difficulties, but 3, alongside the Mona proposition, I fear would routes to the Isle of Man too much.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0025_001_300423	S47	Email	I have serious reservations with regard to the positioning of the Morgan offshore wind farm. The footprint of the farm appears to encroach on the ferry route between Douglas and Liverpool and possibly the route between Douglas and Heysham. As the Isle of Man is totally dependent on the ferry service between the UK mainland and the Island, any structures or other impediments which may obstruct the route or result in delays or cancellations would be totally unacceptable. It is difficult to understand why the boundaries of the wind farm should be delineated in a way which may impede the ferry route. The ferries travel between two fixed points whereas one assumes that the wind is not restrained by fixed lines or boundaries and blows throughout the Irish Sea. The wind farm can be placed to avoid any interference to shipping lanes. I suggest that the wind farm boundaries be redrawn to avoid any interference with the ferry routes to the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0026_001_020523	S47	Email	Looking at your map, what provision are you making for safe passage of the ferries from Liverpool and Heysham to Belfast, Dublin and Douglas?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0027_002_030623	S47	Email	Many thanks for this. I have two objections: 2, You map suggests that you intend to create to danger to the ferry routes from both Heyham and Liverpool to Douglas and Belfast	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0028_001_020523	S47	Email	States an objection to Mona Offshore Wind Project, Morgan Gen, Morecombe Gen, and Morgan and Morecombe transmission assets. My objection regarding the adverse impacts of the above proposed developments on navigation refers in particular to the Isle of Man's lifeline ferry services. The Planning Inspectorate's website for Morgan Offshore Generation Assets, 10 October 2022, records the following communication from the Maritime and Coastguard Agency. "... I want to raise an early concern that (1) the three projects present concerns to safe navigation in the area and (2) I believe that separate planning applications would not provide a full representation of the impacts because of the risks they present cumulatively which probably most concern the MCA and other navigational stakeholders." The documents for the current proposals appear to show that the geographical extents of the schemes have not materially changed since the MCA expressed their concerns. Despite communications between the shipping interests and developers, I understand that the boundaries for the areas proposed for development remain a matter of concern for shipping operators, including the Isle of Man Steam Packet Company. A Request For More Information on Wind farm Extent and Layout Currently, there is free navigation over the whole area of the proposed wind farms. The custodian of the sea bed, the Crown Estate, has issued licences intended to allow developers to close off areas of the seas surface to navigation. Yet, it is the shipping interests who have been expected to justify their requirements for safe navigation. For an equitable balance between wind farms and shipping operation, it is now appropriate and not unreasonable to request that the developers justify the development areas actually needed. It is not adequate that they make reference to the development areas as "maximum." It appears that the geographical extents for licence and development were based initially on nominal capacity densities (MW/km^2) for which there is extensive data for the British Isles and Europe. Subsequently, with the increasing data now available, the developers should now be able to provide more detail of their design parameters and proposals. Unfortunately,	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan Array Area boundary which has increased the searoom around the project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			past experience elsewhere was that developers claimed that there were too many variables under consideration. Was their reluctance to provide details until as late as possible intended to put objectors at a disadvantage? Even though the developers may not have finalised design, it is reasonable to expect that they are now able to address and resolve fundamental inputs such as turbine specific power and Irish Sea wind data. Thus, they are able to narrow down their choices and become much more specific as to the actual layout pattern and area required. For example, the documents state the minimum number (higher power) and maximum number (lower power) of wind turbines in each development, which indicates the chosen range of turbine capacities and rotor sizes. The Rochdale Envelope (National Infrastructure Planning Advice Note 9) allows a degree of flexibility to address uncertainties. For offshore wind farms it notes (para 4.5) that these may include type and number of turbines. Para 4.12 refers to "robust worst case scenario(s), " which for offshore wind farms presumably includes overall geographical area for development. Notwithstanding this 'flexibility,' it now appears reasonable to request the developers to justify the actual development areas which they need. To give one specific example, what is the justification for the northern-most corner of Morgan to project apparently unnecessarily into the Douglas - Heysham shipping route?		
Morg_0032_001_080523	S47	Email	I wish you well in this endeavour, however any windfarm must NOT conflict with Isle of Man shipping routes to Liverpool and Heysham, so I will only support a scheme which recognises the primacy of these routes.	Thank you for your response and noted.	No
Morg_0033_001_090523	S47	Email	We are residents of the Isle of Man and on looking at the map on the card immediately became concerned as the two ports to the east of the Isle of Man which are used by The Isle of Man Steam Packet Company [IOMSPC] are not shown. The immediate implication is that you do not understand the importance to the Isle of Man of the routes to both Heysham and Liverpool. Both shipping routes, used for a very long time by the IOMSPC, are a vital lifeline. Anything which disrupts the regular sailings has massive implications in terms of food supplies and other freight to and from the Island. There is also the other important role provided by the IOMSPC, that of transferring people to appointments/treatment in UK hospitals where the patient is unable to fly. The IOMSPC [founded in 1830] has various longstanding routes used to both Heysham and Liverpool, each depending on prevailing weather conditions. We believe that the consequences of development at the proposed scale will potentially result in longer sailing times and, to ensure avoidance with the wind farms, will result in more frequent cancellations. We are not opposed to the principle of wind farm developments but are totally opposed to any such developments which will adversely impact on the services provided by the Ilse of Man Steam Packet Company. We feel sure that the IOMSPC will be submitting their own response and are confident that it will be more detailed than the above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7 (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0038_001_160523	S47	Email	We would initially state that we support the development of sustainable energy generation, to mitigate the effects of Climate Change. However, these developments need to be planned carefully, with due consideration on its impact on the Isle of Man. As an Island, we are reliant on our sea links for both passenger travel and for all our freight, including the majority of the food that we consume. Any impact on the sea links, however small, could have a major impact on the Isle of Man, particularly during times of inclement sea conditions. In fact, the island already regularly experiences significant disruptions during the winter, including depleted supermarket food shelves, when the boats cannot sail due to poor weather, and this issue could be exasperated by narrowing available sea routes. The following image, from the consultation portals, provides the overall layout of the proposed	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			developments, and itis clear, even without technical knowledge, that the location of these proposals has potential to impact on the important sea links that connect the Isle of Man to the UK. As we are not experts in maritime matters, we would therefore refer you to the observations of the Isle of Man Steam Packet Company, who have responsibility to maintain the important sea links that the Island is dependent on;https://www.bbc.co.uk/news/world-europe-isle-of-man-63588474https://www.steam-packet.com/information/news/2022/Nov/Potential_wind_farm_projects The following is an extract from the article on the Steam Packet website; KEY CONCERNS •The safety of navigation for ships when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Protect lifeline services steam-packet.com Please consider the cumulative effects of all Irish Sea wind farm projects on the Island's lifeline routes. Serving our island community since 1830 Map is for illustrative purposes only and is not drawn to scale. The following image illustrates the potential conflict between the current ferry routes between the Island and Heysham & Liverpool, neither of which were identified on the maps on the consultation portals; Whilst separate consultations are being held for the four separate proposals, it is clear that all four should be considered as one, to assess their overall impact. As the proposals are only at consultation stage, we hope and trust that the concerns of the Steam Packet Company are taken on board fully and suitable solutions found, to ensure that the people of the Isle of Man are not impacted negatively by these proposals.	Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_001_180523	S47	Email	We would like to be very clear that Chamber has no objections, indeed no comment, in relation to the policy of windfarm development. Our submission to you is based on the economic impact that will result from the proposed UK offshore windfarm (Morgan & Mona) which will have direct impact on our long-established lifeline sea routes with the UK (Heysham & Liverpool). The location of the planned wind farms will add to journey times and reduce port turnaround times for urgent freight but will more worryingly have a severe effect on the use of adverse weather routes which will lead to more cancellations resulting in direct impact on our Island's vital freight deliveries and visitors. The island is highly reliant on same day fresh foods and imports over 80% of food consumed. You will understand our position in protecting these routes for the IOM and its community who depend on these routes for their daily livelihood needs and travel. The Isle of Man Chamber of Commerce has no objections to any windfarm development obtaining planning approvals-PROVIDED that on its own, or cumulatively our lifeline air and sea routes are unobstructed. We have gathered comments from our Sector Leads in the most effected industries to make it clear the impact the proposed windfarm development will have:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0040_002_180523	S47	Email	REDACTED, REDACTED at Strix Ltd and the REDACTED for our STEM members has given the following statement: 'The Engineering and Manufacturing businesses on the Island are very concerned about any developments that may disrupt the reliability and regularity of the logistics links to the Isle of Man. These links are an essential element of the supply chain in both directions for our businesses, for incoming materials and out flow of products to our customers. In today's economic environment many of our businesses need to operate as lean as possible with regard to holding materials and stocks as well as needing to offer just-in-time delivery performance to our customers. Disruption to the supply chain will very quickly have a detrimental effect on our ability to function which will then directly impact our performance to our customers. Repeated and ongoing customer impact can be very damaging to reputation and future prospects. The last thing we need for business sustainability is to suffer the risk of increased supply chain disruption. Isolated examples of disruption already exist today from natural causes such as storms at sea. When the ferry service is cancelled due to bad weather our materials and products become stalled and priority on the next sailings is given to perishables, food and medical supplies over our supplies. This can quickly escalate to a crisis if sailings do not resume to normal in a reasonable period of time as the backlog will grow.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_003_180523	S47	Email	REDACTED, REDACTED of Robinsons and REDACTED for our Local Economy Forum (large locally owned and operated business) has commented: The reliability and cost of the freight service to the Isle of Man is critical to the local retail and hospitality sector, the Group supports projects that deliver economic growth but in this instance would seek detailed reassurances that freight services would not be affected in either its timing's or burdened by extra costs. The Isle of Man retail sector, especially food retailers depend on reliable timed deliveries and any deterioration in the service could damage the prospects for investment in the sector and affect we believe the quality of life on the Isle of Man'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_004_180523	S47	Email	REDACTED, REDACTED of Palace Holdings and REDACTED for our Visitor Economy Members has provided the following statement: The Isle of Man's visitor industry is wholly	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			dependent on reliable air and sea routes for its guests to travel to the Island. About 60% percent of our tourists use the sea links serviced by Steam Packet. It is obvious that any disruption or reduction of ferry services will have a material impact on our tourism sector. Even more so now the number of air routes to and from the UK has diminished. A reduced number of visitors to the Isle of Man due to cancelled, delayed or reduced number of sailings will also have a significant effect on our wider local economy. Reduced visitor numbers will lead to reduced spend on island in our retail and hospitality sectors. This will inevitably result in closures in our already fragile retail and hospitality sectors. The Isle of Man's economy as a whole and our visitor industry in particular can only prosper if it can rely on the existing unobstructed ferry services as the lifeline of our Island nation.	deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_005_180523	S47	Email	REDACTED, REDACTED for Swagelok Ltd and REDACTED for our Road, Sea and Air members has provided the following statement: Living on an island means the timely movement of goods and people is paramount to our everyday lives. The Road, sea and air team are very supportive of green energy sources and committed to the regional drive to Net Zero. We are however concerned with the proposed planning location of the off-shore windfarms being in the "hub" of our key ferry routes as well as neighbouring ferry routes. The alternative routes shall see service performance of Steam Packet drop from 95% to 80% due to an increased impact from adverse weather conditions. This service level has a significant impact on our hauliers being able to provide the levels of service required to support domestic and international businesses. The on-cost of longer routes and more delays shall ultimately be realised by the paying public.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 42, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0041_001_240523	S47	Email	I write as a Land Agent, working for Bell Ingram, based in Cumbria – we have experience in both the renewable & utility sectors & their associated projects and facilitating said projects [links to our website in respect of the following are below]. Utilities & Renewables Services Scotland & North England (bellingram.co.uk). Renewables Services Scotland and North	Thank you for your email of 24 May regarding your work on projects in the renewable & utility sectors. We are grateful to you for taking an interest in the Morgan Generation Assets. We know that offshore wind projects can bring significant benefits to their local communities and we think it's	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			England (bellingram.co.uk). I have noted in recent press releases, that via the Crown Estate, leases for the development of three new off shore turbine developments in the Irish Sea have been granted of which Morgan is one – our interest is whether ENBW & BP in partnership require any assistance in facilitating this development; we can advise and negotiate a range of attributes linked to such a development including working area rents in order to secure a site / a compound area(s) - to act as a hub, securing facilities for temporary storage and dockside / waterfrontage from which materials & personnel can operate to the development area offshore. If you think the services that we can provide could be of interest then please do not hesitate to contact me further.	incredibly important the local supply chain contributes to this project too. We have launched a dedicated supplier portal where local companies can pair their skills with the projects' needs. The portal provides access for companies of all sizes to register their interest for future work. The project is encouraging UK-based suppliers to register their interest at www.enbw-bp.com/suppliers.	
Morg_0043_001_240523	S47	Email	The cumulative effects of the Morgan, Morecambe and Mona proposed wind farm developments have generated a number of concerns about potential impacts on the safety, reliability, comfort and carbon dioxide emissions of the ferries between the Isle of Man and the English coast. I am also concerned that there are potential impacts for the Manx economy that have not received attention. Specifically my concerns are:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.11). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	Yes
Morg_0043_003_240523	S47	Email	Shipping: Restriction to navigation will prevent ferries from taking current bad weather routes and consultation documents predict that ferry cancellations due to bad weather will increase by 30% on the Douglas to Heysham route and by 35% on the Douglas to Liverpool route. These are unacceptably high increases. Such cancellations tend to be concentrated in the winter months and could cause major and long-term disruption to the supply of essential goods and travel at key times such as the Christmas period.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0043_004_240523	S47	Email	Shipping: Travel times of ferries during heavy seas will also be significantly increased due to the presence of the arrays. Projected additional crossing time in bad weather of at least 27 minutes for the Mannan Douglas to Liverpool route and at least 17 minutes for Ben My Chree Douglas to Heysham route are significant. Such additional time at sea is unacceptable, especially considering that passengers are likely to be in discomfort during rough seas. Minor injuries and damage to vehicles seems more likely to happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_005_240523	S47	Email	Shipping: The standard route from Heysham to Douglas will increase by 1.1 nautical miles (and the Liverpool to Douglas by 0.4 nm). With several sailings per day all year round there will be a cumulative impact on carbon emissions linked to the Isle of Man due to additional distances travelled. Increases in bad weather steaming times are more significant and will have a greater impact on such emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.3)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0043_006_240523	S47	Email	Socio-economic: The Preliminary Environmental Impact Report considers possible adverse socioeconomic effects for Northwest England and Wales but does not appear to consider such effects for the Isle of Man. Economic losses in tourism could be caused by adverse impacts to scenery, restriction of movements of cruise ships and increased losses due to cancelled ferries. Cumulative impacts of numerous wind arrays just outside Manx Waters may restrict development of the proposed offshore wind generation area in Manx territorial waters, with negative impact on the Manx economy and carbon budget.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1)).	
Morg_0044_001_250523	S47	Email	Proposal for sponsoring the Isle of Mann Netball team. within the project the changes to the maritime routes was classed within the overall scope of the project as an issue, but not significant. For the people of the Isle of Man, this will be seen as critical as soon as the reality hits that there will be an impact to their pocket/travel times will/could be longer. there is an opportunity to create visibility and a local brand awareness of the wider positive impacts this will bring and with this an aspect of Corporate and Social Responsibility. Isle of Man Netball are looking for sponsors/partners to support their growth from grass roots netball through to our performance squad, who are currently ranked 26th in the World. Isle of Man Netball are, with the exception of our Development Officer run fully by volunteers, and any funds generated go directly to supporting the growth of netball on the Island.	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0045_001_250523	S47	Email	I've read the booklets and completed the online consultation form this afternoon. My question is whether there is a separate consultation form for each of the projects ie 3 or just the one? Also, just wondering if you have a local community support fund and would consider a small donation to our charity which is the West Lancs and Merseyside myeloma support group. Our charity meets once a month to support patients and carers affected by the blood cancer myeloma. More info on our website www.wlm-myeloma.uk	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0048_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0048_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0048_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	
Morg_0048_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0048_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0049_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	
Morg_0049_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F.4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F.2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F.2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_007_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: No adverse impact on lifeline air links to the Isle of Man (including commercial flights and air ambulance services).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0053_001_010623	S47	Email	We wish to express our concerns about the potential effects of the development of the three wind farms –Morecambe, Morgan and Mona on ferry shipping routes between North West England and the Isle of Man. All three developments will affect ferry navigational issues across the Irish Sea. The impact of the 3 windfarms - taken together is of utmost concern to passengers using the Steam Packet services. Those concerns include the danger of shipping having to take longer routes with the consequent cost and time penalties; the difficulties that may arise in poor weather when existing weather diversionary routes are no longer available because of the Windfarm developments; and the damage to the Isle of Man shipping trade if the service as a result becomes more unreliable, less punctual and more costly.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0053_002_010623	S47	Email	We would reiterate and support IOMPSC's concerns about the essential ned for routes to vary according to weather conditions, as follows - •The safety of navigation for ships where new sea lanes are introduced when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather, limiting manoeuvrability in the event of an emergency. This is likely to increase the risk of cancellations on the island's lifeline routes, affecting passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0053_003_010623	S47	Email	North West Public Transport Users' Forum Community Interest Company trading as TravelWatch NorthWest Company No. 6181713 Registered Office: 11HarvelinPark, Todmorden, LancsOL14 6HXIt will not help the work to tackle climate change if ferry companies have to use more fuel avoiding windfarms because of a lack of adequate consideration of the needs of the ferry companies and their passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F2.12.1).	
Morg_0054_011_010623	S47	Email	3. Do you have any comments/ feedback on the possible community benefits of the Morgan Offshore Wind Project Generation Assets, and how the project can support the local, regional and national economy? Should the development proceed without any coexistence concepts such as space to fish as discussed at consultation meetings or a north-south corridor leaving the Queen Scallop ground free of development, then there shall be no community benefits to our community of Kirkcudbright within Dumfries and Galloway who have been relying on the fishing ground with Mona for over 50 years.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	Yes
Morg_0054_012_010623	S47	Email	The only recommendation of how this project could support and favour our local community, the 130 employees and fishermen we employ and other businesses which feed off of us, is to follow the design recommendations we have provided in this report in addition to our consultation responses last year and meetings to date. Our consultation to date has been reasonably proactive and we wish for this to continue as the project progresses.	Close engagement has continued with Commercial Fisheries stakeholders in order to discuss these key issues. Meetings were undertaken in September 2023 to update stakeholders on the revised Morgan array boundary and measures to incorporate a Scallop Mitigation Zone (SMZ) over an area of key scallop grounds within the Morgan Array Area. The project has also made commitments on the positioning of wind turbines in a	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				north to south alignment, reduction in the number of turbines within the Morgan Array Area (from 107 to 96), and committed to increase the minimum spacing between turbines (from 1km to 1.4km) to help facilitate co-existence of commercial fisheries activity within the Morgan Array Area. These measures are set out in the Outline fisheries liaison and Coexistence Plan (Document Reference J10). The Applicant is working to facilitate co-existence with existing commercial fishing activity and minimise disruption as far as is practicably possible. Early engagement was established with fisheries stakeholders in June 2021 and will continue throughout the lifetime of the project. A Fisheries Liaison and Coexistence Plan is being developed by the Applicant through ongoing consultation with fisheries stakeholders. An outline of this plan has been included with the Application. Mitigation and monitoring commitments are set out within the environmental statement chapters and mitigation and monitoring schedule (Document Reference J6).	
Morg_0058_001_020623	S42	Email	The Council's Energy Island Programme is in place to ensure that Anglesey can be exemplar in the transition to a prosperous and resilient low carbon economy, providing high quality jobs, education and supply chain opportunities, whilst protecting and enhancing the natural environment and enabling the Welsh Language and culture to thrive in vibrant communities. The Council is therefore supportive of low carbon developments providing that they are sustainable in form and that local benefits including opportunities for local employment, skills enhancement and supply chain are maximised and realised. The Council wish to provide the following comments in order to facilitate the preparation of the final Environmental Statement (ES) that will support the application for Development Consent Order (DCO).	The Applicant notes your response.	No
Morg_0058_002_020623	S42	Email	1. Maximising local Socio-economic benefits - Local Employment & Supply Chain Opportunities. Chapter 18 together with Annex 18.1 of the PEIR provides an assessment of the potential impact of the Mona Offshore Wind Project during all of its phases on socioeconomics and community. The Chapter confirms that the offshore wind sector is identified as a high priority industry within national, regional and local policies across the UK. This reflects the opportunities the sector provides for supporting economic development and growth and providing jobs and incomes for UK residents. The offshore wind sector is also identified as potentially offering employment opportunities for workers transitioning from other related industries, in particular activities that will require a significant degree of adaptation due to the continuation of efforts to decarbonise the economy.	The Applicant notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_003_020623	S42	Email	Anglesey is identified within the socio economic and community tourism study area and included within the North Wales region within the assessment. Chapter 18 confirms that the Mona offshore wind project has the potential to generate a total of 420 jobs and contribute £35 million towards the North Wales GVA in fabrications and installation activities. Furthermore, the project has the potential to generate a total of 2,900 jobs and contribute £340 million towards the North Wales GVA in operation and maintenance activities. As such, the socio-economic receptor within the PEIR is assessed as high.	The Applicant notes your response. Potential impacts in relation to Socio-economics are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13).	No
Morg_0058_004_020623	S42	Email	The impact on economic receptors across North Wales including employment, GVA, and supply chain demand during the construction and operations and maintenance phases are assessed to be significant in EIA terms (moderate beneficial). The potential beneficial effects on employment opportunities for residents during the construction, and operations and maintenance phases are assessed to be not significant in EIA terms (minor beneficial). The PEIR report acknowledges that the project will endeavour to support existing	The Applicant notes your response. Potential impacts in relation to Socio-economics are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13)	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			workforces within the supply chain as well as the creation of new roles where expansion of the sector is facilitated for local residents throughout all phases of the development.		
Morg_0058_005_020623	S42	Email	For technical roles to be accessible to the economically inactive and unemployed individuals that want a job, this would very likely require a high degree of 'upskilling' and transitioning for workers. However, there are numerous indirect roles which support and facilitate technical roles, such as human resources, IT support, finance, and administration which are potentially more accessible to economically inactive and unemployed individuals that want a job.	The socio-economic impact assessment considers indirect and induced impacts see Volume 2, Chapter 13: Socio-economics of the Environmental Statement	No
Morg_0058_006_020623	S42	Email	The PEIR proposes that a Skills and Employment strategy will be prepared and submitted for approval under a requirement of the draft DCO. The Council welcomes the approach as it is consistent with other major energy DCO proposals that have recently been examined. The Strategy should be comprehensive in terms of identifying how opportunities for employment and skills enhancement will be made available during all stages of the project.	The Applicant notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_007_020623	S42	Email	The Council is eager to engage with you at an early stage to help influence and ensure that the strategy provides the level of detail and reassurance as to how skills and employment opportunities are to be secured for the local area.	The Applicant notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_008_020623	S42	Email	In line with the vision of the Energy Island Programme and adoption of the proximity principle, the IACC strongly believes that a significant proportion of construction, operation and maintenance jobs should come from the region that is hosting the development. The IACC would encourage BP and EnBW to consider these opportunities now to enable local people and companies to train or upskill to capitalise on these opportunities.	The Applicant notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_009_020623	S42	Email	The Council would also like to see minimum local employment targets set as well as details as to the provision of apprenticeship and work placement opportunities that will be made available in order to ensure that local young people can capitalise on the opportunities during both construction and operation stage.	The Applicant notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_010_020623	S42	Email	The preparation of the Strategy should begin early and should include engagement with all the relevant stakeholders that can provide advice and input to the development of the Strategy. The Council can advise further in relation to identifying the relevant stakeholders if this would prove useful to you.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0058_011_020623	S42	Email	The Council would encourage early and meaningful engagement with the Ambition North Wales, who will deliver the Growth Deal for North Wales, to maximise the potential economic value of the project for the region. The Council would also encourage early engagement with local education providers including primary schools, secondary schools, Coleg Llandrillo Menai and Bangor University to ensure that local young people are given the opportunity to train and work on these large infrastructure projects.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_012_020623	S42	Email	Similarly, local companies have the potential to be directly engaged in the development, fabrication, manufacturing, installation and maintenance process. However, local companies need to be made aware of the supply chain opportunities that will be made available during all stages of the project well in advance to allow them to plan accordingly and ensure that they can capitalise on the opportunities presented. In line with other major energy projects we would recommend that Meet the Buyer events are arranged so that early and direct engagement takes place.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_013_020623	S42	Email	Cumulative effects with other all Tier 1 and Tier 2 projects (including Awel Y Mor and Mona offshore Wind Farms) have been assessed. The significance of cumulative construction phase employment and operations, maintenance phase employment and GVA impacts were assessed to be of moderate beneficial significant in Not Wales which is significant in EIA terms. The cumulative impact upon increase employment opportunities was assessed to be of minor beneficial significant which is not significant in EIA terms.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_014_020623	S42	Email	Given the numerous major energy projects that are proposed and consented within the North Wales region, the Council considers that there is potential for collaboration in order to ensure that socio-economic benefits for the region are maximised and aligned.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_015_020623	S42	Email	The Council also confirms that it would welcome the opportunity to engage and advise on Supply chain Plan that will form a requirement of the Contract for Difference (CfD) application process.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_016_020623	S42	Email	2. Potential use of Holyhead Port. It is noted that the PEIR does not specify the final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Offshore Wind Project. It is understood that BP and EnBW is currently exploring options in relation to ports, supporting infrastructure and labour markets in order to understand the potential capabilities, capacities and availability that exists.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0058_017_020623	S42	Email	It is welcomed that Holyhead Port is included on the long list of ports that have been identified as part of the both the construction/decommission and operations and maintenance phases. With nearly 500,000 vehicles and 2 million foot passenger going through the Port each year, Holyhead Port is the second busiest ferry port in the UK. It handles over 70% of all road traffic moving between Ireland and Wales and is supported by the E22 arterial route between mainland Europe and Dublin. Stena Line Ports Ltd own and operate the port of Holyhead.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_018_020623	S42	Email	Holyhead port is non-tidally restricted and is operational 24hrs / 365 days per year. In addition to ferry operations, the port has a wealth of experience in specialist handling of large project related cargoes. It has a deep-water berth as well as smaller berths and standage areas. The Port's experience includes serving windfarm vessels, jack-up rigs and support vessels, including handling abnormal Indivisible Loads. Recently, Stena Line Ports Ltd constructed a Manufacturing and Assembly Hall for the green energy supplier, Minesto Ltd, to enable construction of their offshore power generation equipment.	The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0058_019_020623	S42	Email	A joint Freeport Bid between the Council and Stena Line has recently been successful. The Freeport will eliminate barriers to trade and provide easements that simplify how businesses can operate which brings significant new investment and additional funding streams to help develop new infrastructure.	The Applicant notes your response.	No
Morg_0058_020_020623	S42	Email	Anglesey is already a hub for the creation of sustainable energy, with our coastline pioneering some industry-leading initiatives which are driving the UK towards its net zero objectives. The Council is confident that the freeport status will support in creating a business environment that is appealing for potential investors and businesses within the energy sector.	The Applicant notes your response. Further engagement will be undertaken with local and regional partners at the appropriate time to ensure that socio-economic benefits for the region are maximised and aligned in so far as possible	No
Morg_0058_021_020623	S42	Email	Being a non-tidally restricted Port, with 24 hour / 365 day operation and having the required experience and facilities to accommodate such a project, the Council believes that the Port of Holyhead would be well suited to meet the development requirements of the Morgan Wind farm project.	The Applicant notes your response. Regional opportunities for engagement will be publicised at the appropriate time	No
Morg_0058_022_020623	S42	Email	We are aware that you are already engaging with Stena Line Ports and we trust that this engagement will continue in order to ensure that the opportunity at Holyhead is fully explored. The Councils is happy to assist with any discussions as required.	A single port or multiple ports could be used to support the Morgan Generation Assets. The final port(s) have not been chosen at the time of application.	No
Morg_0059_001_020623	S47	Email	Introduction The Isle of Man Steam Packet has provided the ferry service to the Isle of Man for almost 200 years and the direct Heysham and Liverpool routes are lifeline services for a remote Island community with 85,000 people. The Island is completely dependent on IOMSPC reliable services. UK and Isle of Man Government policy highlights that it is essential for to protect remote Island community lifeline routes.	The Applicant notes your response.	No
Morg_0059_002_020623	S47	Email	The Company carries around 600,000 passengers, 150,000 private vehicles and 40,000 freight trailers/vans per annum and is the only Ro-Ro ferry service to the Isle of Man carrying all urgent 'just-in time' food, retail, medicine and time sensitive lifeline and business supplies.	The Applicant notes your response. Potential impacts in relation to Socio-economics are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13) and human health considered in Volume 2, Chapter 14: Human health of the Environmental Statement (Document Reference F2.14).	No
Morg_0059_003_020623	S47	Email	The Company has not objected to other Irish Sea Offshore Windfarms (OWF's) positioned away from our direct and weather routes but the Morgan and Mona development locations need to be adjusted to avoid our direct Isle of Man shipping routes and to maintain prudent navigational safety margins and requirements in the frequently harsh Irish Sea weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_004_020623	S47	Email	Even a 3-5 minute extra deviation will compromise vessel turnarounds during busy periods and lead to essential goods being left in Heysham as IOMSPC is already having to divert around West of Duddon Sands OWF (WoDS).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_005_020623	S47	Email	The cumulative impact of the development (on top of WoDS) as currently specified will: - Disrupt remote Island lifeline supplies as freight trailers will be left in Heysham at peak volume periods due to a 8 minute reduction in freight loading time (WoDS and Morgan cumulative) – with no ability to speed up vessel or port turnarounds. - Disrupt Island lifeline supplies due to the reduction in weather routing options and the increased passage time for weather routing (4 times daily) will also lead to the cancellation of subsequent rotations. IOMSPC considers Heysham cancellations could double or treble as there will be insufficient time to 'catch up' from longer weather routes (x4). This will lead to a disruption to Island lifeline supplies and this is clearly unacceptable for end users. - Compromise safety of navigation due to insufficient gap between Walney and Morgan (as proven Wallingford simulations) - Increase risk to crew safety during turnarounds time in ports with significant cumulative restrictions on the time available. - Increase fuel costs and CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			- Disrupt essential Island connectivity - IOMSPC services provide essential travel means for the public to and from the Isle of Man (IOM), and the IOM community rely on timely services for receiving UK medical treatment, travel overseas, business, tourism and day to day travel needs. The Island has a small domestic airport and over the years there have been issues in having reliable air travel and retaining service providers due to challenging financial difficulties faced by airlines for relatively modest scale operations. - Reduced turnaround times and any failure to carry all booked traffic will lead to reputational damage resulting in long term passenger abstraction to air and IOMSPC revenue loss. - Increased cancellation rates for adverse weather periods Spring and Autumn will lead to reputational damage and loss of volume/revenues, and the Liverpool route is particularly vulnerable to revenue reductions.	process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_006_020623	S47	Email	While some UK shipping routes may not be materially affected by small diversions around OWF's (if the specific routes have 'surplus' time available), in the Isle of Man, the Heysham ferry is operating or loading/discharging 24/7 all year and there is no 'slack' in the timetable or surplus speed capability to recover from any disruption or additional diversions. 5 or 10 minutes diversions can therefore result in lifeline freight supplies being left in Heysham due to peak period turnaround time constraints. The Isle of Man Government policy is to boost the population to 100,000 and boost tourism and diversions will compromise this policy.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 (Document reference: F2.13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_007_020623	S47	Email	The IOMSPC's new vessel, at a cost of £78m, has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even one minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_008_020623	S47	Email	Section 1: Infringement On Lifeline Routes IOMSPC will oppose an infringement on its c.200 year old essential lifeline direct routes and Morgan and Mona developments should be re-positioned to avoid further route deviations which will disrupt continuity of passenger travel and supply to a remote island community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.13)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_009_020623	S47	Email	The Isle of Man is completely dependent on 'just in time' reliable lifeline deliveries and food retailers, manufacturers, businesses, medical centres, etc, do not have warehousing storage facility space and any disruptions in ferry supplies have an immediate and serious negative impact.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.13)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_010_020623	S47	Email	The Ben-My-Chree (Passenger/Freight Ferry) on the twice daily Heysham route was purpose built for the direct Heysham route (pre WoDS diversions) and has no 'spare time' in her 24 hour timetable and no ability to increase speed. Even modest diversions around Morgan, on top of existing daily WoDS diversions (and occasional weather diversions), will reduce the port turnaround time to load freight trailers - which at busy periods will lead to freight being left in Heysham and empty supermarket shelves or other essential freight customers disruption.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.13)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_011_020623	S47	Email	The Island's population has increased from c.65,000 to 85,000 over the past 30 years and is projected to grow to 100,000 and freight/passenger traffic demand and tourism are all expected to grow. IOMSPC's new vessel at a cost of £78m has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even a minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods. The growth in demand per sailing will lead to a significant increase in the number of sailings operating close to capacity while the turnaround times cannot be increased and cannot be 'sped up' due to physical and safety constraints. Any reduction in turnaround times arising from additional route deviations will ultimately lead to disruptions in vital lifeline freight supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.13)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_012_020623	S47	Email	The Isle of Man is a 'remote Island community' and the Irish Sea is known for its harsh climate. Weather related or other sailing disruptions have a serious negative impact on the Islands lifeline food, medical, business supplies and passengers. Unlike many UK ferry routes there are no other Ro-Ro ferry services or routes to help compensate and there is no slack in the timetable to recover from delays and windfarm diversions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_013_020623	S47	Email	Disruptions to sailings or insufficient loading time can have severe consequences. Any disruption can have extreme consequences and there have been a number of examples of severe issues/disruptions faced in recent years, e.g. - Empty supermarket shelves and 'panic buying'. - Disruption to 'just in time' business supplies for manufacturing, construction, agriculture, retailing etc. - Disruptions to Pharmacy and Hospital medicines and oxygen for the Hospital. - Issues related to supply of urgent water treatment chemicals. - Potential airport closure as replacement airport fire engine urgently required. Cancellations, weather routing or delays can lead to freight and passenger backlogs, sometimes for several days and any reduction in turnaround load times arising from Morgan and Mona diversions would compound these disruption risks and lower the ability to cope with backlogs	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_014_020623	S47	Email	Company vessels already have to divert around the 'West of Duddon Sands' OWF, already increasing passage times by approximately 5 minutes each sailing. The Morgan/Mona OWFs as drafted in the PEIR would therefore increase direct routes by an extra 8 minutes per crossing, four times daily. With typically half an hour to discharge all freight and passenger vehicles, the load/lashing time for all freight trailers, vans, cars and coaches will be reduced from c.1 hour to only c. 50 minutes, a significant reduction of 16%. Vehicle decks with freight trailer movements are potentially dangerous environments for crew and passengers. While staff will be able to load safely on quieter sailings the OWFs positioned on direct routes may compromise turnaround safety if staff feel pressured to marshall, arrange freight trestles and lashing chains in even tighter timeframes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_015_020623	S47	Email	Passenger cars will be loaded as a priority to avoid long term reputational damage but time-sensitive lifeline freight trailers will inevitably be left if there is insufficient time in port. The costs and consequences of leaving freight trailers could be extremely severe for Island businesses and organisations and 'groupage' trailers can have numerous end customers . It is essential that the negative effect and costs to potentially hundreds of lifeline 'end user/customers' are considered/avoided, e.g. haulier labour costs, manufacturing loss of production or sales, food/other retailer empty shelves, pharmacy supply disruption, business downtime or loss of sales, costs of workforce downtime, long term business reputational damage, etc.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_016_020623	S47	Email	Disruption/costs could be compounded if there is no space/time on the following departure 12 hours later and Just in Time goods are therefore further delayed. Alternatively if private vehicle bookings had to be restricted at peak periods to allow more time for freight trailers, then this would cost IOMSPC hundreds of thousands income, also depressing visitor numbers and income for the Isle of Man tourism and accommodation industry.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_017_020623	S47	Email	MV Manxman (larger Passenger/Freight Ferry) will replace MV Ben-my-Chree on the Heysham route in 2023 on the same timetable. The vessel has 1000 passenger capacity (versus 630) and a larger vehicle deck to provide greater capacity for future volume growth and for existing peak demand periods such as school holidays, bank holidays, tourism events such as the IOM TT Races, Manx Grand Prix, Car Rally events and sporting events. While cars/vans are relatively quick to load, TT/MGP motorbikes (up to 40,000 carried in a fortnight) all have to be individually lashed and secured and the £75m investment in MV Manxman capacity will be compromised by any reduced loading time and negative impact on the volume of traffic that can be booked and safely loaded during these peak events.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_018_020623	S47	Email	TT and MGP periods always have excess demand and turnarounds are already extremely tight. The Company's plans to book freight on MV Ben-my-Chree during TT and load as many as 500 motorbikes (and cars/vans) on MV Manxman will be compromised by the extra passage time from WoDS and Morgan/Mona OWF diversions and tourist traffic/income to IOM would therefore be reduced.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 ((Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_019_020623	S47	Email	Deviations should also be avoided from a fuel cost and emissions perspective. Even if the developer provided fuel cost compensation to IOMSPC this will not compensate for offsetting costs, and will not compensate end users in a remote Island community for potentially extreme consequences/costs from trailers being left in Heysham.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_020_020623	S47	Email	Section 2: Interference With Remote Island Lifeline And Strategic Supply Government Policies The Morgan and Mona developments interference with the Isle of Man direct routes contravene a number of Isle of Man and UK Government Policy statements: 2.1 The Isle of Man Government "Manx Marine Environmental Assessment (MMEA)", Chapter 6.2 identifies that direct shipping routes are strategic requirements for Isle of Man and must be preserved. Quote: "Ro-ro shipping services carry the bulk of the Islands essential supplies with many Island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			businesses operating 'Just in Time' delivery schedules" "These services bring most of the food, raw materials, equipment and consumables used throughout the Island as well as carrying approximately 600,000 passengers annually" "The Cumulative impact of the various developments needs to be considered and direct routes as well as weather routing options will remain vital to shipping and the service provided to the Isle of Man's economy and its resident and visiting population" Morgan and Mona proposed developments on direct routes contravene the Isle of Man Government MMEA policy: "It is essential for the Isle of Man that direct routes between the Isle of Man, England, Northern Ireland, and Ireland be preserved"	and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_022_020623	S47	Email	National Policy Statement for Renewable Energy (EN-3) The positioning of Morgan and Mona on our direct lifeline ferry routes will lead to reduced turnaround times which contravenes the principle highlighted in para 2.6.162. Quote: "The IPC should be satisfied that the site selection has been made with a view to avoiding or minimising disruption or economic loss to the shipping or navigation industries with particular regard to approaches to ports and to strategic routes essential to regional, national and international trade, lifeline ferries" As WoDS and Morgan proposed area will reduce turnaround load times by as much as c.16%-20% we consider this is a direct contravention of the principle (2.6.163): "The IPC should expect the applicant to minimise negative impacts to as low as reasonably practical (ALARP)" The c.20% reduction in turnaround loading time may also pose an increased risk to safety and human error and we note 2.6.165 "The IPC should not consent applications which pose unacceptable risks to navigational safety after all possible mitigation measures have been considered"	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The guidance in the updated NPS (2023) has been followed. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_023_020623	S47	Email	The "UK Offshore Energy Strategic Environmental Assessment" also notes that shipping is essential to the UK and identifies shipping should not be materially adversely affected. The Morgan and Mona developments should be re-positioned to avoid the Isle of Man direct shipping routes. Even modest diversions will increase fuel/costs and emissions and lead to supply disruption at peak periods with social and economic consequences for the Islands population and businesses. Weather routing around Morgan will lead to additional vessel cancellations as the extra passage time 4 times a day is too long to 'catch up'. This could easily double or treble cancellations leading to a major disruption in lifeline supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_024_020623	S47	Email	Section 3: Safety The company is concerned that the cumulative impact of all the various Irish Sea windfarms will compromise safety, reduce freedom of navigation and reduce weather routing options, leading to safety issues and increased sailing cancellations. As a minimum the gap between Walney and proposed Morgan development needs to be increased to a minimum of 5 – 6 miles at any point: We note HR Wallingford Report (20 December 2022) re simulations. Quote “With traffic situations at the narrowest gap between Morgan and Mona, situations occurred with marginal passing distances…in some cases this action resulted in the vessel responding more to the waves leading to marginal or failed ship motion criteria”	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_026_020623	S47	Email	“Widening the proposed minimum 3.7 nm gap between proposed Morgan and Mona OWFs to about 5 nautical miles , would alleviate the traffic issues” While 5 miles between OWFs and all other fixed obstructions would be a minimum, IOMSPC considers that 6 miles would be more prudent - particularly as any adverse weather/poor visibility/limited sea room scenario leading to a collision would lead to a vessel being potentially out of action for 6 months or more, with no real prospects of obtaining charter tonnage that can fit within the limited confines of Heysham and Douglas harbours. In practice 5nm could also lead to increased cancellations in adverse weather as masters would seek to avoid risk, but this would then compromise IOM lifeline supplies and passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) of the Environmental Statement which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0059_035_020623	S47	Email	IOMSPC Comments On Points Extracted From Chapter 12 And 18. Initial IOMSPC Statement On The Morgan/Mona Project PEIR Submission Following review of the submission, IOMSPC expresses disappointment and real concern on the content with particular attention to Volume II (Shipping & Navigation and Socio-economics) where the impact assessment is fundamentally incorrect in a number of areas. The submission does not reflect the IOMSPC’s input and engagement in a number of meetings/workshops as well as the findings from the simulation sessions taken at HR Wallingford Simulator Sessions. It is clear from this PEIR submission that NASH Maritime who are employed by the	The findings of the hazard workshop and navigation simulations conducted as part of the PEIR, through which the Isle of Man Steam Packet contributed were described within the NRA and Shipping and Navigation Chapter of the PEIR. The findings of the updated NRA and CRNRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application describe the additional work undertaken with the Isle of Man Steam Packet to assess the amendments to the Morgan Array Area boundary alone and cumulatively with other relevant projects. The NRA and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			developers have not impartially reflected very significant issues for safety and lifeline supply to a remote Island community.	Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA ((Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0060_001_020623	S47	Email	We represent every key sector of the Island's economy through our membership, including for the sake of transparency, the Isle of Man Steam Packet who are members. The purpose of this paper is to focus on the economic impact of proposed windfarm developments. We would like to be very clear that Chamber has no objections, indeed no comment, in relation to the policy of windfarm development. Our submission to you is based on the economic impact that will result from the proposed UK offshore windfarm (Morgan & Mona) which will have direct impact on our long-established lifeline sea routes with the UK (Heysham & Liverpool). The location of the planned wind farms will add to journey times and reduce port turnaround times for urgent freight but will more worryingly have a severe effect on the use of adverse weather routes which will lead to more cancellations resulting in direct impact on our Island's vital freight deliveries and visitors. The island is highly reliant on same day fresh foods and imports over 80% of food consumed. You will understand our position in protecting these routes for the IOM and its community who depend on these routes for their daily livelihood needs and travel. We have gathered comments from our Sector Leads in the most effected industries to make it clear the impact the proposed windfarm development will have:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13 (Document Reference F4.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_002_020623	S47	Email	'The Engineering and Manufacturing businesses on the Island are very concerned about any developments that may disrupt the reliability and regularity of the logistics links to the Isle of Man. These links are an essential element of the supply chain in both directions for our businesses, for incoming materials and out flow of products to our customers. In today's economic environment many of our businesses need to operate as lean as possible with regard to holding materials and stocks as well as needing to offer just-in-time delivery performance to our customers. Disruption to the supply chain will very quickly have a	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			detrimental effect on our ability to function which will then directly impact our performance to our customers. Repeated and ongoing customer impact can be very damaging to reputation and future prospects. The last thing we need for business sustainability is to suffer the risk of increased supply chain disruption. Isolated examples of disruption already exist today from natural causes such as storms at sea. When the ferry service is cancelled due to bad weather our materials and products become stalled and priority on the next sailings is given to perishables, food and medical supplies over our supplies. This can quickly escalate to a crisis if sailings do not resume to normal in a reasonable period of time as the backlog will grow.	the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13 (Document Reference F4.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0060_003_020623	S47	Email	The reliability and cost of the freight service to the Isle of Man is critical to the local retail and hospitality sector, the Group supports projects that deliver economic growth but in this instance would seek detailed reassurances that freight services would not be affected in either its timing's or burdened by extra costs. The Isle of Man retail sector, especially food retailers depend on reliable timed deliveries and any deterioration in the service could damage the prospects for investment in the sector and affect we believe the quality of life on the Isle of Man'.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13 (Document Reference F4.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_004_020623	S47	Email	The Isle of Man's visitor industry is wholly dependent on reliable air and sea routes for its guests to travel to the Island. About 60% percent of our tourists use the sea links serviced by Steam Packet. It is obvious that any disruption or reduction of ferry services will have a material impact on our tourism sector. Even more so now the number of air routes to and from the UK has diminished. A reduced number of visitors to the Isle of Man due to cancelled, delayed or reduced number of sailings will also have a significant effect on our wider local economy. Reduced visitor numbers will lead to reduced spend on island in our retail and hospitality sectors. This will inevitably result in closures in our already fragile retail and hospitality sectors. The Isle of Man's economy as a whole and our visitor industry in particular can only prosper if it can rely on the existing unobstructed ferry services as the lifeline of our Island nation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13 (Document Reference F4.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0060_005_020623	S47	Email	Living on an island means the timely movement of goods and people is paramount to our everyday lives. The Road, sea and air team are very supportive of green energy sources and committed to the regional drive to Net Zero. We are however concerned with the proposed planning location of the offshore windfarms being in the “hub” of our key ferry routes as well as neighbouring ferry routes. The alternative routes shall see service performance of Steam Packet drop from 95% to 80% due to an increased impact from adverse weather conditions. This service level has a significant impact on our hauliers being able to provide the levels of service required to support domestic and international businesses. The on-cost of longer routes and more delays shall ultimately be realised by the paying public.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 4, Annex 13 (Document Reference F4.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0060_006_020623	S47	Email	The Isle of Man Chamber of Commerce has no objections to any windfarm development obtaining planning approvals - PROVIDED that on its own, or cumulatively our lifeline air and sea routes are unobstructed.	The Applicant notes your response..	No
Morg_0060_007_020623	S47	Email	Sent for an on behalf of the President of the Isle of Man Chamber of Commerce to the following parties: UK Chamber of Shipping The UK Crown Estate UK Planning Inspectorate EnBW bp Isle of Man Chief Minister Members of the House of Keys Isle of Man Steam Packet Chamber of Commerce Board, Sector Leads and Chairs	The Applicant notes your response..	No
Morg_0061_001_020623	S47	Email	We would refer you to your offer to supply feedback in the May 26th edition of the Isle of Man Courier. We would like to make comment on all three proposals that is /morgan, /Morecambe, /transmission. We have no expertise, but feel involved in the projects and how they might affect life on our beautiful Island. Particularly the effect on the routes sailed by The Isle of Man Steam Packet. We understand that The Steam Packet are seriously	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			concerned about your proposals and just wanted to add that The Steam Packet represents the people of the Isle of Man with their main lifeline. So we would seriously urge you to listen carefully to what The Steam Packet are saying and consider what they say as representing the people of the Isle of Man.	responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0064_001_020623	S42	Email	I would firstly like to thank you for the opportunity to comment on the above consultation. Homes England is the government's housing and regeneration agency. We will drive regeneration and housing delivery to create high-quality homes and thriving places. This will support greater social justice, the levelling up of communities across England and the creation of places people are proud to call home. Homes England does not wish to make any representations on the above consultation. We will however continue to engage with you as appropriate.	The Applicant notes your response. The chapters of the Environmental Statement have been updated to provided further detail on proposed mitigation (Volume 2 to 4 of the Environmental Statement).	No
Morg_0065_008_020623	S42	Email	The TSC believes these well-established sea links including the safe passage of all vessels navigating these routes should be given appropriate weight as part of this assessment, and subsequent examination. Any deviations to these lifeline routes will be unacceptable for an Island nation entirely dependent on its well established sea links and lifeline ferry services. The TSC would therefore oppose any deviations to these lifeline routes at every opportunity throughout this process.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0065_172_020623	S42	Email	Chapter 18 Socio-economics The TSC notes the specific reference to the Isle of Man as part of the Next Steps in the Socio Economic Assessment, and it welcomes the opportunity for continued engagement as part of this process. The TSC is keen to be involved as the commitments outlined by the	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			applicant will be further developed, and to understand whether any of these commitments will alleviate any of the potential negative impacts that have been identified as being possible as part of the cumulative assessment for the shipping and navigation work. The following commentary has been compiled by Department for Enterprise and Treasury, with review of draft IOMSPC comments.		
Morg_0065_173_020623	S42	Email	General Observations • Of the three windfarms (Mona, Morgan, Morecambe), the Mona and Morgan arrays seem to represent the biggest economic risk to the Island. This is particularly the case when the multiple windfarm developments are looked at as a whole. This also includes existing windfarms (such as West of Duddon Sands) and the potential for developments within Isle of Man waters. • There would appear to be limited commentary in the consultation documents on the economic impacts on the Island. It is noted that the Morgan document PEIR 2.20 only covers the potential impacts of views of the windfarm from the Isle of Man, not the much more substantial economic effects on lifeline services.	The Next Steps section in the PEIR documentation indicated the need for further consideration of the potential socio-economic effects arising from the potential impacts on ferry routes. The response to risk mitigation has been addressed in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The Socio-economics assessment ((Volume 2, Chapter 13 (Document Reference F2.13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0065_174_020623	S42	Email	Economic Impacts – Lifeline Services • It is noted that SPCO have highlighted a number of apparently material inaccuracies in the consultation documents in relation to the frequency, importance, and expected impact of the developments on SPCO operations (and therefore the impact on the Island). • As a small Island nation, the Isle of Man is largely dependent on the import of goods. This includes time-critical deliveries such as food, medical supplies, chemicals, as well as construction supplies, durable goods, and many others. • Any disruption of time-critical lifeline goods can have wider social impacts on the Island. The most obvious impact from a resident's perspective is in instances where there are multiple disrupted days' sailings, which can lead to shortages in shops and panic buying in some instances. This effect is likely materially different and proportionally much larger compared to a UK-Ireland service, for example. • Wider impacts include general costs to businesses in terms of delayed imports/exports. The Island is at a competitive disadvantage in terms of transit times for goods and these issues would be exacerbated by an increase in delays/cancellations. This is particularly relevant in relation to seafood / agricultural export, manufacturing, and engineering sectors of the economy. • There is only one other sea freight provider supplying the Island (Mezeron) and this operates at a substantially smaller scale than the SPCO. As a result and disruption to SPCO would be of proportionally much greater magnitude to the Isle of Man's economic and social wellbeing compared to routes where alternatives are available. • As noted by SPCO, the ferry service runs on a tight schedule with limited ability to make up time. For this reason, even fairly small increases in transit time would be expected to lead to a general increase in cancellations.	The Next Steps section in the PEIR documentation indicated the need for further consideration of the potential socio-economic effects arising from the potential impacts on ferry routes. The response to risk mitigation has been addressed in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0065_175_020623	S42	Email	Economic Impacts – Resident Travel • It is noted that the developments (especially in combination) will adversely affect journey times. This would have an economic cost to Island residents travelling via sea. In situations where longer delays or cancellations occur due to the impact of the developments, these would be exacerbated. • Additional economic costs imposed on residents harms the Island's attractiveness as a place to live and work, though quantifying this effect is not possible.	The Next Steps section in the PEIR documentation indicated the need for further consideration of the potential socio-economic effects arising from the potential impacts on ferry routes. The response to risk mitigation has been addressed in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0065_176_020623	S42	Email	Economic Impacts – Non-Resident Travel & Tourism • It is noted from SPCO's comments that the Liverpool services are particularly vulnerable	The Next Steps section in the PEIR documentation indicated the need for further consideration of the potential socio-economic effects arising from	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			to disruption in the Spring and Autumn due to weather and the need to avoid the developments. • If cancellations occurred during 'peak' travel periods, this could lead to significant impact with a lack of capacity on alternative sailings; o During super peak periods (i.e. TT / MGP), this could lead to passengers being delayed by extended periods (potentially days as other sailings are full); o If visiting passengers travelling from the IoM were impacted, again during peak periods this could lead to a logistical challenge to accommodate people on Island, with accommodation providers potentially already being at capacity. There is precedent here when air and sea services have been disrupted and a civil contingency plan has been required to provide emergency overnight accommodation. • The Consultation documents appear to speak in general terms with sailings averaged across the year, which does not reflect the very large peaks in traffic at particular points in the year, which would be severely impacted by any disruption. For example, while there are limited winter Liverpool sailings, the summer/TT sailings can be extremely busy. • As with residents, additional economic costs (quantity unknown) would be borne by visitors to the Island, which would ultimately make the Island a less attractive place to visit to some degree.	the potential impacts on ferry routes. The response to risk mitigation has been addressed in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement and Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0068_014_020623	S42	Email	Socio-economics This chapter appears to defer effects upon tourism and visual impacts which are potentially deemed significant to the socio-economic chapter in the Environmental Statement. It would be expected that where there are significant effects, the assessment would be presented in the PEIR along with any proposed mitigation for consultation. Due to the proximity of the Morgan Offshore Wind farm project to the Isle of Man, this omission is of some concern.	The potential socio-economic effects associated with visual impacts is considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0076_003_020623	S47	Email	History of Stena Line Stena Line was founded in Gothenburg, Sweden in 1962. Stena Line is one of the world's largest ferry operators with over 26,000 yearly sailings on routes across Scandinavia and the Baltic, Irish and North Seas. Core values Stena Line is a family-owned company and its core value is care; care for customers, care for resources and care for each other. Stena Line aims to offer affordable and seamless ferry transportation for all customers and has a commitment to safety, reliability and reducing its environmental footprint. In 2022 over 63 percent of trips ran according to the timetable and Stena Line aims to increase punctuality to a minimum of 67 percent, this will in turn result in lower CO2 emissions as the need to accelerate and use additional fuel to catch up with scheduled arrival times will decrease.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_004_020623	S47	Email	Employment Stena Line employs over 5,900 employees from nearly 40 countries, with headquarters located in Gothenburg, Sweden. Stena Line's fleet contains 39 vessels which operate on 18 ferry routes between 10 countries, helping 7 million people reach their destination annually. In 2022 Stena Line had a SEK 17.6 billion annual turnover, which allows Stena Line to invest in more than 300 implemented energy saving projects	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_005_020623	S47	Email	In the UK, Stena Line's onshore operations employs around 745 people, and a further 1,193 people are employed onboard the vessels that operate on routes around the UK.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_006_020623	S47	Email	Stena Line's Liverpool to Belfast and Heysham to Belfast routes are the key routes affected by the Wind Farms and 400 people are employed across these routes. Stena Line's total employees across the Liverpool to Belfast route totals 313. In respect of onshore operations, 90 people are employed by Stena Line at the Birkenhead Port, with a further 72	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			employed at Belfast Port. In terms of onboard personnel operating the route, 81 people are employed to work onboard the Stena Edda, including 57 international crew assigned to the vessel and 70 people are employed to work onboard the Stena Embla, including 58 international crew. In relation to the Heysham to Belfast route, a further 14 people are employed in onshore operations at Heysham Port. 39 people are employed to work onboard Stena Hibernia and another 39 are employed to work onboard Stena Scotia. Accordingly, Stena Line have a duty to protect the health, safety, welfare and job security of their considerable work force, which they take very seriously.		
Morg_0076_007_020623	S47	Email	Infrastructure and vessel particulars The routes that Stena Line will address in this PEIR response operate from Liverpool, Heysham and Belfast. The Stena Line Liverpool terminal is located at 12 Quays Terminal in Birkenhead, the Stena Line Heysham terminal is located at the North Quay, Heysham and the Stena Line Belfast terminal is located at Victoria Terminal 2, Belfast. A number of vessels operate the routes between Liverpool and Belfast and Heysham and Belfast. Stena Edda, Stena Embla and Stena Foreteller sail between Liverpool and Belfast and Stena Hibernia and Stena Scotia sail between Heysham and Belfast.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_008_020623	S47	Email	The passenger vessels operating between Liverpool and Belfast, Stena Edda and Stena Embla, are part of Stena Line's new E-Flexer class of vessel, which are optimised for efficiency and flexibility and are some of the most advanced and energy efficient vessels in operation. Stena Edda's particulars are: gross tonnage 40,500; year of build 2019. Stena Embla's particulars are: gross tonnage 40,500; year of build 2020. In terms of their capacity, each vessel can carry a maximum of 927 passengers, 120 vehicles and have a freight capacity of 3,100 lane metres. In terms of fuel consumption and costs, based on the current passage time of 8 hours, distance of the route of 142 nautical miles and fuel prices for March 2023, each trip for Stena Edda and Stena Embla averages over US$13,000.	The Applicant notes your response and thanks the consultee for sharing the information.	No
Morg_0076_009_020623	S47	Email	The Roll On Roll Off (Ro-Ro) Cargo Ship Stena Foreteller services Stena Line's freight operations on the route between Liverpool and Belfast. Stena Foreteller's particulars are: IMO number 9214666; gross tonnage 24688; year of build 2001. The freight capacity of Stena Foreteller is 3000 lane metres. Using the same passage information as above for the Liverpool and Belfast route, the total cost of each trip for Stena Foreteller is estimated to be around US$10,710. Stena Hibernia and Stena Scotia are the Ro-Ro Cargo Ships transporting freight between Heysham and Belfast. Stena Hibernia's particulars are: gross tonnage 13,017; year of build 1996. Stena Scotia's particulars are: gross tonnage 13,000; year of build 1996. Freight capacity of the Stena Hibernia is 1,710 metres and the Stena Scotia is 1,692 metres. Based on a calculation of the current passage time of 8 hours, distance of 123 nautical miles and fuel prices for March 2023, the total cost per trip for Stena Hibernia and Stena Scotia is averaged at US$6,555.	The Applicant notes your response and thanks the consultee for sharing the information.	No
	S47	Email	Stena Hibernia and Stena Scotia are the Ro-Ro Cargo Ships transporting freight between Heysham and Belfast. Stena Hibernia's particulars are: gross tonnage 13,017; year of build 1996. Stena Scotia's particulars are: gross tonnage 13,000; year of build 1996. Freight capacity of the Stena Hibernia is 1,710 metres and the Stena Scotia is 1,692 metres. Based on a calculation of the current passage time of 8 hours, distance of 123 nautical miles and fuel prices for March 2023, the total cost per trip for Stena Hibernia and Stena Scotia is averaged at US$6,555.	The Applicant notes your response.	No
Morg_0076_010_020623	S47	Email	Fuel is one of the major operating costs for all merchant vessels, and the Stena Line vessels are no exception. This cost item has been brought into sharper focus in recent years as fuel prices have rocketed over the past two decades (seeing only brief periods of decline linked to recession) and there has, understandably, been more attention on environmental protection. As elaborated on further below, even the slightest increase to a	The Applicant notes your response and thanks the consultee for sharing the information.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			vessel's regular transit route can exponentially affect this operating expense annually. In Stena Line's case and for the PEIR under consideration, they have a total of 5 vessels potentially impacted.		
Morg_0076_011_020623	S47	Email	Lifeline service Stena Line is the only ferry operator to operate a direct passenger and RoRo freight route between Liverpool and Belfast. In doing so, Stena Line ensures essential passenger and freight traffic can serve as a link between the respective locations and is able to contribute to the local community and bolster employment in the region. Were Stena Line's operations to be curtailed on this route, there would be no ferry route alternatives, in turn affecting both freight and passenger traffic. This would significantly impact the infrastructure, trading and employment at each location.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7).	No
Morg_0076_034_020623	S47	Email	PROPOSAL FOOTPRINT Deviation necessary Chapter 12, sections 12.8.3.5 and 12.8.3.11 of the Morgan PEIR assesses the impact on Stena Line's routes as follows: "The Stena route between Liverpool and Belfast to the east of the Isle of Man with approximately 350 movements per year directly intersects the Morgan Array Area. Stena operates two alternative routes either side of the Calder Gas Field which would be impacted. The route to the west would require vessels to turn more northerly once clearing the Calder Gas Field, maintaining safe distance to the Morgan Array Area, before transiting between the Morgan Array Area and the Walney Offshore Wind Farm. The route to the east is largely taken by northbound vessels, having left the approaches to Liverpool early to take a shorter route through the oil and gas fields. This route would require deviation towards the South Morecambe Gas Field and two additional course changes to approach the corridor between the Morgan Array Area and Walney Offshore Wind Farm." "To pass to the east this would necessitate between 2.2 and 6.4 minutes of additional steaming time per trip."	The Applicant notes your response.	No
Morg_0076_035_020623	S47	Email	Considering Figures 12.5 and 12.6 of Morgan PEIR Chapter 12, it is clear Stena Line's routes are significantly affected by the Morgan Array Area, in particular due to the routes required during adverse weather conditions. The PEIR concludes that the magnitude of impact on ferry routes is considered high (see Morgan PEIR, Chapter 12, section 12.8.3.9). The PEIR alleges that the deviation "is not anticipated to impose significant operational impacts" (see Morgan PEIR, Chapter 12, section 12.8.3.11). However, the deviation is significant for Stena Lines' operations which rely on just in time arrival and the delay may be greater when combined with other factors.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	Yes
Morg_0076_036_020623	S47	Email	The necessary deviation must also be considered alongside the need for adverse weather routeing (discussed below). The Navigation Risk Assessment published in the PEIR (NRA, section 8.4.4.1) concludes that, for ferry vessel routing, "in adverse weather, the reduced sea room and increased duration would necessitate additional operational constraints and potential cancellations to these services". The cumulative impact of the necessary deviation	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			that increases sailing time and adverse weather routeing therefore has a significant impact on Stena Line's operations far beyond the estimated time delay per vessel per trip.	impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	
Morg_0076_037_020623	S47	Email	Stena Line must consider the impact of the Wind Farms' footprint on its operations during the construction phase, the years of operation and during decommissioning. Stena Line expects the construction phase to be particularly disruptive to its voyages and the need to deviate will lead to delays. The Project Consortia have estimated construction time to be 4 years for Mona, 2.5 years for Morecambe and 4 years for Morgan. Should the construction phase take longer than estimated, Stena Line needs to factor this into its planned operations. Further, it is not clear to Stena Line what the Marine Operating Guidelines will include in relation to risks and necessary deviation during construction of the Wind Farms. The adverse impacts on ferry routeing are highlighted in the Morgan PEIR, Chapter 12, section 12.8.4.3: "During construction, vessel traffic would be displaced from the Morgan Array Area due to the presence of construction buoyage and safety zones around fixed structures which are under construction. …"…. "For regular runners such as ferries, this has the potential to result in a significant increase in costs or make schedules unviable. Furthermore, impacts on routeing may result in increased risks of collision or allision…Increased transit distance necessitates an increase in fuel burn which has a direct additional cost to operators. Furthermore, this would increase the environmental impact of their operations through increased emissions." (See NRA, section 8.4.1.1)	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	Yes
Morg_0076_038_020623	S47	Email	The footprint of the Morgan Array Area and the consequential deviation that Stena Line's vessels will need to undertake causes serious concerns primarily for the safety of crew and passengers. Not only is the increased risk of collision or allision highly concerning (and discussed further below), but increased transit times may affect the crew's hours of rest and could risk contravening the Maritime Labour Convention's minimum hours of rest. The NRA (at section 8.4.1.1) acknowledges that "increased transit duration could make compliance with the convention impossible without compromising schedules or hiring additional crew." This in turn would have a further financial impact on Stena Line's operations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0078_001_020623	S47	Email	CONTEXT OF RESPONSE The Cumbria Local Enterprise Partnership (CLEP) is Government's endorsed economic and business body for Cumbria, focused on strategy, investment, advocacy and co-ordination. The LEP has three strategic touchstones to guide its activity – productivity, inclusive growth and net zero, with its commitment to the latter being delivered through the twin priorities of clean energy generation and business decarbonisation. It is in this context,	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			and with the support of our Clean Energy Sector Panel, that CLEP is submitting this response. The Morgan development will be sited south of our coast and close to Barrow, which has already grown to be the operational hub for a number of offshore wind developments in the area. It is also an area that is central to CLEP's economic growth ambitions given the scale of opportunity in Barrow from the significant increase in BAE Submarine's activities and the creation of a Green Hub with Spirit Energy's proposed 1 Gigaton carbon storage facility and Carlton Power and Kimberley Clark's hydrogen proposal.		
Morg_0078_002_020623	S47	Email	CLEP published a Clean Energy Strategy in 2022 that made clear the importance of offshore wind to deliver clean energy for the UK and that our ports could play a key role in support to both construction and operations as well as the wider supply chain potential in Cumbria. https://www.thecumbrialep.co.uk/resources/uploads/pages/net_zero/2208-CumbriaCleanEnergyStrategy.pdf	The Applicant notes your response.	No
Morg_0078_003_020623	S47	Email	Our strategy refers to the new developments of Mona, Morgan and Morecambe that would substantially increase the offshore generation capacity in the East Irish Sea.	The Applicant notes your response.	No
Morg_0078_004_020623	S47	Email	We have welcomed the engagement with the BP/EnBW team through presentations to our Clean Energy Panel and from membership of the Offshore Energy Alliance.	The Applicant notes your response.	No
Morg_0078_005_020623	S47	Email	CLEP strongly support the proposed development as a substantial contribution to the UK national target of 30GW of clean offshore energy by 2030 and as a spur for economic growth in Cumbria and the wider north west region.	The Applicant notes your response.	No
Morg_0078_006_020623	S47	Email	We have reviewed the Non-Technical Summary of the Preliminary Environmental Impact Statement and concur that there are no obvious significant adverse effects when balanced against the net zero energy benefit. However we are not environmental experts and welcome the wider feedback on the specific environmental areas identified in the assessment from subject matter experts.	The Applicant notes your response.	No
Morg_0078_007_020623	S47	Email	We would make the following specific points;	The Applicant notes your response.	No
Morg_0078_008_020623	S47	Email	We welcome the obvious collaboration with the Morecambe Project that bodes well for the concurrent delivery of both developments in the region.	The Applicant notes your response.	No
Morg_0078_009_020623	S47	Email	The wording in para 1.7.13.4 on socio-economics states that the entire North West region will benefit across the construction phase and that North Wales and Wales will see benefits in the Operations and Maintenance phase. This is then restated again in para 1.7.13.5. This wording implies that O&M will be based in Wales. In consultation to date we have been informed that O&M decisions will not be made till after the consenting phase. CLEP would make a case that Barrow with its existing hub would make an excellent location for an O&M hub for all of the proposed developments in this area of the Irish Sea. We would welcome clarification of the O&M decision making process for the Morgan and Mona developments.	Table 18.1 of the PEIR clearly includes Barrow as a potential operation base. Potential impacts during the operations and maintenance phase are assessed for both Northwest England and North Wales. Paragraph 18.1.4.9 of the PEIR also stated: Assumptions adopted as part of this analysis are to inform the assessment alone, and have been determined based on a consideration of ports well placed to service offshore developments within the Irish Sea. The final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Generation Assets project has not yet been determined. The Applicant will explore ports, supporting infrastructure and labour markets to understand the potential capabilities, capacities and availability that exists. Subject to these findings, more than one port could be used to support elements of the construction, operations and maintenance, and decommissioning phases of the Morgan Generation Assets as part of a wider supply chain. Final selection of ports, potential manufacturing and fabrication facilities, and delivery models will be subject	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				to ongoing engineering and procurement considerations – the use of assumptions for the purposes of this assessment does not indicate any preference or imply any decision. This information is included within the Environmental Statement in Volume 2, Chapter 13: Socio-economics.	
Morg_0078_010_020623	S47	Email	Our comments are limited to the generation assets consultation. We note the transmission assets consultation and intention for the grid connection in Penwortham, Lancashire and have no comments on this aspect.	The Applicant notes your response.	No
Morg_0078_011_020623	S47	Email	We also note the consultation for the Mona development and our comments above for Morgan equally apply to this adjacent development.	The Applicant notes your response.	No
Morg_0078_012_020623	S47	Email	In summary, CLEP are supportive of all of the Morgan, Mona and Morecambe developments as significant contributions to the UK clean energy generation capacity and for economic development in Cumbria and the north-west region. We do however seek clarification on the O&M intent for the Mona and Morgan developments.	Potential impacts during the operations and maintenance phase are assessed for both Northwest England and North Wales. This information is included within the Environmental Statement in Volume 2, Chapter 13: Socio-economics. The final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Generation Assets project has not yet been determined. The Applicant will explore ports, supporting infrastructure and labour markets to understand the potential capabilities, capacities and availability that exists. Subject to these findings, more than one port could be used to support elements of the construction, operations and maintenance, and decommissioning phases of the Morgan Generation Assets as part of a wider supply chain. Final selection of ports, potential manufacturing and fabrication facilities, and delivery models will be subject to ongoing engineering and procurement considerations – the use of assumptions for the purposes of this assessment does not indicate any preference or imply any decision.	No
Morg_0079_002_040623	S47	Email	We would bring to your attention, the fact that people visit the Isle of Man to experience freedom from the disorganised clutter which now characterises large parts of the UK. An important part of this is to be able to enjoy the sense of distancing afforded by looking out over the Irish Sea, for instance from Douglas, the island's capital and main resort. At 22 km, turbines, approximately 300 m tall will be clearly visible and quite simply spoil this experience.	Potential impacts during the operations and maintenance phase are assessed for both Northwest England and North Wales. This information is included within the Environmental Statement in Volume 2, Chapter 13: Socio-economics which includes an assessment on the potential impacts on tourism.	No
Morg_0079_005_040623	S47	Email	Your listing of effects which should be considered in relation to the project, clearly indicates that you are aware that the overall impact would be negative and that your projected use of a large chunk of the marine environment would cause various forms of disruption, deterioration and disturbance for the sake of supplying power to a relatively small number of UK households for a relatively short time. We find this a disproportionate way of thinking.	The Applicant notes your response. The assessment of potential environmental impacts from the Morgan Generation Assets is presented in Volume 2, Chapters 1 to 15 of the Environmental Statement. The assessment methodology is detailed within Volume 1, Chapter 5: Environmental Impacts Assessment Methodology of the Environmental Statement, the policy and legislative context on which the assessments are undertaken is presented within Volume 1, Chapter 2: Policy and legislative context of the Environmental Statement	No
	S42	Email	hope that the above advice is of assistance to you and will be fully taken into consideration in the finalisation of the Morgan Project DCO application. In the meantime should you wish to discuss our advice please do not hesitate to contact REDACTED, Lead Officer Major Projects (REDACTED@ynysmon.gov.wales).	The Applicant notes your response and thanks the consultee.	No
Morg_0083_001_030623	S47	Email	This feedback is sent in a personal capacity but I worked for the Isle of Man Steam Packet Company for over 25 years latterly as REDACTED before retiring two years ago. I was involved in the WoDS, Walney Extension, Rhiannon and Centrica OWF projects and the	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			issues faced by IOMSPC were well documented. I also served on the Isle of Man Visit Agency Board , Manx National Heritage Trustee Board and was on the Council Board of the Isle of Man Chamber of Commerce so I have considerable experience in both Isle of Man shipping practicalities but also knowledge/experience of the wider economy of the Isle of Man.		
Morg_0083_002_030623	S47	Email	1. The Isle of Man as a remote Island community is completely dependent on 'Just in Time', reliable, safe twice daily freight shipping for its daily essential time sensitive supplies. Everyone in the Isle of Man is ultimately an end customer of IOMSPC freight services and it is quite literally a lifeline.	The Applicant notes your response.	No
Morg_0083_003_030623	S47	Email	2. The Morgan project area MUST NOT interfere with the Heysham-Douglas direct route as even one minute deviation (on top of West of Duddon Sands OWF deviation) will lead to freight trailer essential supplies being left in Heysham at peak periods due to a lack of turnaround time at peak periods. There are no practical steps that could be taken in Heysham to address this, as the issue is related to the practical physical constraints of safely reversing freight trailers down the link span and internal ramp, not a staffing or equipment constraint.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_004_030623	S47	Email	2. IOMSPC is already deviating around West of Duddon Sands OWF (WoDS) which was reduced to avoid unacceptable IOMSPC deviations.	The Applicant notes your response.	No
Morg_0083_005_030623	S47	Email	3. MV Manxman will have 60% more passenger capacity and IOM population is projected to grow further leading to even tighter turnaround issues, already impacted by WoDS. Morgan will compromise the £78 investment in extra capacity if there are any extra deviations on top of WoDS.	The Applicant notes your response.	No
Morg_0083_006_030623	S47	Email	3. IOMSPC could reduce passenger/car bookings at all peak periods to compensate for a lack of turnaround times but this would severely reduce income for the Company, reduce tourism visitor numbers to the Isle of Man, reduce capacity for residents returning to work, negate the £78m investment in Manxman. Tourism related businesses in the Isle of Man are highly vulnerable to small reductions in volume.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0083_007_030623	S47	Email	4. The Morgan project should also provide viable weather routing options for Douglas-Heysham route. 2 hours 40 minutes extra passage within 24 hours will be impossible for the Company to 'catch up' from, and therefore the absence of a shorter weather routing option will lead to the cancellation of the second daily rotation and a very significant increase in cancellations - in turn leading to a significant 'high impact' disruption to lifeline supplies for businesses, hospitals, retailers etc etc. There would not be guaranteed space available on subsequent sailings for the backlog in essential supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_008_030623	S47	Email	5. No socio-economic impact has been completed by the developers (in IOM) but the issue would be HIGH IMPACT with food retailers, hospitals, businesses, manufacturers, hotels, restaurants etc all depending on timely supplies and for their workforce to not been delayed (or trips cancelled) in returning to the Isle of Man.	The Applicant notes your response. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_009_030623	S47	Email	6. The Mona project MUST also provide adequate weather routing options to the south for the Douglas-Liverpool route. Weather routing deviations tend to be highly concentrated in the Spring and Autumn and a reduction in viable weather routing options will increase cancellations over a short period, in turn leading to long term reputational damage/revenue losses (to air competition) on a route particularly competitive and vulnerable to any reductions in passenger numbers.	The Mona Offshore Wind Project is being taken forward as a separate Development Consent Order. Please note in relation to the Morgan Generation Assets that the NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and Environmental Statement Chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0083_010_030623	S47	Email	7. There are safety concerns in terms of providing adequate sea room and from the cumulative impact of the various developments but I am sure IOMSPC will highlight these issues in detail. The reduction in turnaround time is also a safety issue as vehicle deck loading staff will inevitably feel pressured at peak periods to try to further compress turnarounds already impacted by WoDS.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0083_011_030623	S47	Email	8. The developers 'public consultation' leaflets to Island households and the Ramsey and Douglas presentations failed to highlight the shipping routes, weather routes, the major impact supply issues, the position of the existing Walney and WoDS OWFs, effectively meaning that the lifeline supply issues have been hidden from the general public and IOM business.	The Applicant notes your response. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0083_012_030623	S47	Email	It is absolutely imperative that direct routes for IOMSPC are kept in order to avoid freight trailers being left in Heysham, which would be devastating for Businesses and public. It is imperative that shorter weather routing options are provided for IOMSPC around Morgan and Mona that avoid the need to cancel services and disrupt the Island lifeline.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0086_001_040623	S47	Email	I am a resident of the Isle of Man and considering the proposed locations of the new Generation Assets, I hereby express great concern to the Isle of Man's lifeline represented by the ferry link from Douglas to the ports at Liverpool and Heysham. Any route which is not direct will add time and therefore cost to this journey. As a result, the cost of living on the Island will most certainly increase.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Morgan Generation Assets and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume2, Chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0086_002_020623	S47	Email	Any additional costs to the transport of goods will result in an increase in the costs of goods and services on the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0086_003_020623	S47	Email	Travelling on holiday and for business will become more difficult, not only for residents, but also for potential visitors and prospective immigrants, making the Island a less attractive option. It is these last two groups which are vital for the long-term success and health of the Isle of Man - also according to the mid to long term strategy of the IOM Government.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts on human health are considered in Volume 2, Chapter 14: Human health assessment of the Environmental Statement.	Yes
Morg_0086_004_020623	S47	Email	Professionals in all fields will be further put off from moving to the Island, thus adding further to the difficulty in attracting vital health professionals.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts in relation to human health are considered in Volume 2, Chapter 14: Human health of the environmental statement.	
Morg_0086_005_020623	S47	Email	All the above highlight the detrimental effects of the offshore wind project generation asset and offshore windfarm generation assets to the people of the Isle of Man. If you can give assurances that the shipping routes will not be affected, including both calm and rough weather routes, then I would be in favour of this development; if not, then I would be vehemently opposed to it.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	Yes
Morg_0093_001_260423	S47	White mail	Dear Sirs, Re: - Morgan Offshore Wind Project This development is a definite NO. It completely affects all I.O.M. residents & visitors to an impossible situation. Being an island we depend on our shipping lines for communication, travel etc. on a daily basis. There are plenty of alternative reserves available without this disruption to our lives. DO NOT DO IT HERE	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0094_001_070523	S47	White mail	To whom it may concern Further to my filling in the original questionnaire, at Town Hall Douglas, some while ago, I was pleased to have the opportunity to view, read + digest your updates on show at our HB	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			library on April 19th this year. The information is complex, in some places clear, in others very superficial and indeterminate with no real time scale or measures of adaption, other than discuss with interested parties. My interest is you offer no real assertions on the satisfactory arrangements for shipping - our Island Lifeline or helpful in sorting our protection + maintenance of our wild life corridors which is an integral part of our Biosphere definition. I hope that you will keep talking + presenting concrete proposals and timelines in the very near future + not pay lip service + contrived waffle which will certainly alienate the local populace.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0096_004_050623	S42	Email	Westmorland and Furness is well connected to the rest of the UK through the M6 motorway and West Coast Main Line railway, including Scotland and North-East of England. The dualling of the A66 road between Penrith and Scotch Corner will further enhance these links. The area is served by Barrow Port, which is located in the south-west of the authority's area, on the Furness peninsula. Barrow Port has strong capabilities and is already established as the operation and maintenance hub for the existing offshore windfarms in the Irish Sea. Barrow benefits from strategic connectivity, linking sea to road and rail routes and providing access to large supply chains in the marine and energy sectors. It is ideally located and equipped to support the Morecambe and Morgan project and should be considered integral to its delivery.	The Applicant notes your response. Table 18.1 of the PEIR clearly includes Barrow as a potential operation base. Potential impacts during the operations and maintenance phase are assessed for both Northwest England and North Wales. The final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Generation Assets has not yet been determined. The Applicant will explore ports, supporting infrastructure and labour markets to understand the potential capabilities, capacities and availability that exists – this will be carried out post-consent. The socio-economics assessment is set out in Volume 2, Chapter 13 of the Environmental Statement (Document Reference F2.13).	No
Morg_0096_005_050623	S42	Email	The Council suggests that a similar approach to that currently taken by the Scottish Government and Crown Estate Scotland would be appropriate in this instance. The Scottish approach requires offshore wind developers to consider and agree supply chain commitments early in the development process, with the intention of ensuring wind farm developments realise maximum economic benefits for local areas through the local supply chain.	The seabed lease auction criteria for Scotwind required a Supply Chain Development Statement (SCDS) (although the SCDS was not part of the award decision assessment). Scotwind projects' SCDS commitments are conditional and subject to change during each projects' development up until lease execution. Even following lease execution, the supply chain commitments are at risk of change with limited penalties. With Mona, the Department for Energy Security & Net Zero (DESNZ) specify the required approach towards realising maximum economic benefits for local areas through the local supply chain. Mona's supply chain requirements and commitments were originally expected to be agreed in Supply Chain Plans (SCP) submitted and assessed by DESNZ as entry requirement for Contract for Difference (CfD) award. Currently, DESNZ plans to replace SCPs with Sustainable Industry Rewards which will include minimum accepted levels for criteria such as, for example, investment in deprived areas. Failure to deliver minimum accepted levels is expected to incur financial penalties which may include risk to CfD support. Both the Scottish and DESNZ approaches for realising maximum economic benefits for local areas have advantages and disadvantages. It is uncertain	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				which approach will produce the best socio-economic benefits, but Morgan is required to follow the DESNZ approach. As such, and in conjunction with the separately consented transmission works (including onshore aspects) supply chain commitments will be developed in due course.	
Morg_0096_006_050623	S42	Email	Transport There does not appear to have been an assessment of the onshore transport movements and potential impacts associated with construction of the offshore components of the project. Quarried rock and other construction materials will be needed in large quantities and if sourced from local suppliers would need to be transported by road or rail to a suitable port, potentially Barrow. This could have significant impacts upon local roads, but has not been assessed. Whilst experience with previous offshore windfarms has not resulted in such impacts upon Westmorland and Furness, without clarity on where large volumes of construction materials will be sourced, it cannot be ruled out. Provision was made in the Walney Extension Development Consent Order for managing potential impacts relating to transport of materials to port and this should be considered for Morecambe and Morgan.	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. The Morgan Generation Assets DCO Application includes an assessment of the potential impacts and cumulative effects associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024. Matters raised will be considered in the appropriate ES for the application submissions.	No
Morg_0096_007_050623	S42	Email	Environment The Morecambe and Morgan applications have the potential to directly and indirectly impact on their surrounding environment. It is noted that an Environmental Impact Assessment Scoping Report was produced that identifies areas for onshore and offshore assessment for physical, human and ecological consideration, and which has been used to inform the preparation of a Preliminary Environmental Information Report (PEIR). Areas for consideration include marine archaeology, ecology and environment, air quality, flood risk, traffic and transport, noise (including underwater noise), visual impact and socio-economic impact, both during and post-construction. Given the proximity of the proposed developments to Westmorland and Furness and the potential level of interaction between the area and the project, these assessments should include full consideration of the impacts to maximise benefits and ensure appropriate mitigation within the Westmorland and Furness Council area as well as in other areas and within and in proximity to the proposed development sites (both onshore and offshore). In particular, impacts from the sites may have the potential for wider reaching direct and indirect impacts within Morecambe Bay which must be fully taken into consideration and mitigated.	The Applicant notes your response. The consenting strategy for the Morgan Generation Assets includes for separate DCO applications for the generation infrastructure and transmission infrastructure (see Volume 1, Chapter 1: Introduction of the Environmental Statement). The consenting strategy is summarised as follows: • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation assets of the Morgan Offshore Wind Project • A stand-alone DCO application to consent the construction, operations and maintenance, and decommissioning of the generation asset of the Morecambe Offshore Windfarm • A separate application to consent the construction, operations and maintenance and decommissioning of the transmission assets required to enable the export of electricity from both the Morgan Generation Assets and the Morecambe Offshore Windfarm to the National Grid entry point at Penwortham. The Morgan Generation Assets DCO Application includes an assessment of the potential impacts and cumulative effects associated with the generation infrastructure. The export cable, cable landfall and onshore elements of the project will be assessed as part of the joint Morgan	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Offshore Wind Project and Morecambe Offshore Wind Farm Transmission Assets DCO Application. The PEIR for the Transmission Assets project was consulted on in Q4 of 2023 with consultation closing on 23rd November 2023. The Application for the Transmission Assets is scheduled for Q3 of 2024. Matters raised will be considered in the appropriate ES for the application submissions.	
Morg_0096_008_050623	S42	Email	Socio-economic Impact The potential socio-economic impacts of the proposals that have been scoped into the Preliminary Environmental Information Report (PEIR) are: • The impact on economic receptors including employment, GVA, and supply chain demand • The impact of increased employment opportunities • The impact on the demand for housing, accommodation and local services • The impact on tourism and recreation	Noted. Response received. Potential impacts in relation to socio-economics are considered in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0096_009_050623	S42	Email	The socio-economic regional study areas have been linked to the selection of potential construction, operations and maintenance, and decommissioning ports that could support the proposal. The Council strongly supports the use of Barrow Port as it is ideally located and equipped to support the proposals. Barrow Port is already a significant offshore wind supply base, especially with operations and maintenance, which could be increased. Relevant local experience, expertise, skills, training and access to supply chains already exist, and these could be further developed to support the project, whilst delivering socio-economic benefits for the area. Sustainability is key in ensuring positive, long term socio-economic impacts are delivered and the full benefits realised. Capacity would need to be carefully considered and planned, with any required investment in infrastructure identified and secured early. A key area of focus should be the approach to utilising local assets, resource, and facilities. The overarching approach should be to ensure positive socio-economic impacts are anchored locally to support long term improvements.	The final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Generation Assets has not yet been determined. The Applicant will explore ports, supporting infrastructure and labour markets to understand the potential capabilities, capacities and availability that exists – this will be carried out post-consent. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector. The EIA relating to socio-economics is presented in Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0096_010_050623	S42	Email	A Partnership Approach to Delivery The Council are keen to work with the developers to ensure maximum local benefits are realised in the delivery of the project and anticipates a partnership approach that aims to fully mobilise local assets and expertise, in a way that delivers genuine local benefits for our communities. The Council anticipates that this will involve a planning performance agreement, which would ensure sufficient resource can be allocated to support the required engagement and delivery of the project through the development consent process. The Council would welcome early discussions to explore this and allow identification of the key areas of focus. The Council anticipates these to include skills, training, supply chain engagement, community benefit and the mechanisms for an inclusive approach that supports the levelling up agenda alongside its green growth and decarbonisation priorities.	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course. The socio-economics assessment is set out in Volume 2, Chapter 13 of the Environmental Statement (Document Reference F2.13). The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0096_011_050623	S42	Email	The Council are particularly keen to begin discussions about how development can help address specific local challenges associated with pockets of deprivation, potentially as part of a comprehensive community benefits package. The Council would also like to explore how the development might act as a catalyst to unlock wider energy related opportunities	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course. The socio-economics assessment is set out in Volume 2, Chapter 13 of the	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			for Cumbria, as identified in the CLEPs Clean Energy Strategy and the Borderlands Inclusive Growth Deal.	Environmental Statement (Document Reference F2.13). The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	
Morg_0101_003_200423	S47	Online form Q3	Negatively impacts Isle of Man economy.	The Applicant notes your response.	No
Morg_0115_021_260423	S47	Online form Q1.13	What will the impact be on Socioeconomics, tourism and recreation?	The Applicant notes your response. The socio-economics assessment (Volume 2, Chapter 13) considers the potential impact on tourism and recreation.	No
Morg_0116_002_260423	S47	Online form Q3	Is the project going to benefit Isle of Man residents in any way? It will be clearly visible from the island and potentially impact travel/freight to and from the island so if it goes ahead it must support the Manx economy too e.g. with providing jobs and electricity to the island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, chapter 13) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. Broader socio-economic impacts are considered in the chapter in Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The visual impacts of the project are considered in Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement.	No
Morg_0123_002_020523	S47	Online form Q3	There are no community benefits!	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0124_001_040523	S47	Online form Q1	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	
Morg_0124_002_040523	S47	Online form Q5	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	Yes
Morg_0124_003_040523	S47	Online form Q1.7	As far as I can tell, this project will have no benefit for the Isle of Man, but will have a very large negative impact by restricting ferry route options during poor weather conditions. Prices of imported goods to the Isle of Man will inevitably go up as a result, and we won't even benefit from the new energy supply.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application.	
Morg_0137_003_120523	S47	Online form Q3	From what I can see on the map, the proposed siting, and the onwards distribution of the power generated, the Isle of Man will not benefit in any way shape or form from the proposed wind farm. We have all the downsides of the detrimental impact on the shipping and potentially also flight routes, the detrimental impact on the local fishing fleet, the resulting increase in price on all imported items as there will be an increase in the cost of importing into the Island, the health and financial cost of the increased use of fossil fuels resulting from increased length of journeys in order to avoid the wind farm.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The health effects of the Morgan Generation Assets contribution to climate change have been assessed as part of the Environmental Statement (Volume 2, Chapter 14: Human health) and no adverse significant effects are anticipated. Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	Yes
Morg_0137_009_120523	S47	Online form Q6	It will increase our already high cost of living whilst brining no benefits.	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0137_012_120523	S47	Online form Q6	I really feel that the Isle of Man has not been taken into consideration at all. This project has no upside for us on the Island.	Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. The assessment considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective and potential impacts on tourism and recreation. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	No
Morg_0137_021_120523	S47	Online form Q1.9	I feel this wind farm is proposed solely as a profit making business, with no thought given to how it will detrimentally affect the lives and livelihoods of the people of the Isle of Man and the coastal regions of the UK and Eire.	The Applicant notes your response.	No
Morg_0137_024_120523	S47	Online form Q1.12	While I fully support electricity generation by renewable forms, this cannot be at the expense of the health, welfare and wellbeing of an entire nation and ecosystem. The detrimental impact on the local ecology, especially seagrass, and on the lives and livelihoods of the local people, outweigh any potential benefits.	Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets. Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0137_025_120523	S47	Online form Q1.12	As it would not seem that this electricity will be made available to the people of the Isle of Man, it would seem that we have all the downsides of the project with none of the benefits.	The Applicant notes your response.	No
Morg_0138_001_120523	S47	Consult Online	That taking into consideration other current proposals for windfarms, ferry routes from the Isle of Man to the UK will be unduly constrained and will disrupt, prolong and/or increase the cost of seaborne traffic to and from the Isle of Man, with no concomitant benefit to the Isle of Man and its residents.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0140_001_140523	S47	Online form Q1.1	I am a resident of the Isle of Man and very concerned about this. The costs of our ferry trips will increase due to increased fuel and also delays and cancellations for routes in rough weather. What compensation is the project giving to Isle of Man residents and what benefit is the Isle of Man getting from this project. Has the Isle of Man being even considered at all If it has to go ahead at least make the routes through the farms much wider to accommodate ferries in rough weather without our ferries we don't get provisions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0140_002_140523	S47	Online form Q3	It doesn't support the Isle of Man community at all	The Applicant notes your response.	No
Morg_0143_002_160523	S47	Online form Q3	This project offers no benefit to the Isle of Man and potentially degrades the Manx economy.	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0143_005_160523	S47	Online form Q1.13	Fails to benefit the Isle of Man	The Applicant notes your response.	No
Morg_0144_002_170523	S47	Online form Q3	How will you be supporting the Manx community by interrupting the route	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0144_011_170523	S47	Online form Q1.13	Isle of man tourism will suffer without sailings	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0147_006_180523	S47	Online form Q1	I support the renewable generation of power using wind - in principle. However, as a resident of the Isle of Man, I am concerned about the potential impact on our lifeline routes to both Liverpool and Heysham. This proposed windfarm is in addition to existing windfarms in Morecambe Bay and Liverpool Bay. This is likely to increase journey time and fuel consumption. Also this windfarm may impact on the bad weather routing of our ferries, possibly causing cancellations and delays. This proposal appears to have no benefits for the Isle of Man, but many possible adverse affects - delays, costs and increased carbon emission.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Please consider these points when the location and boundaries are finalised.	amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0148_001_190523	S47	Online form Q1.1	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12:	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Climate change of the Environmental Statement. It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0148_002_190523	S47	Online form Q1.7	This will have serious implications to the Isle of Man's ability to trade freely with other countries	The Applicant notes your response.	No
Morg_0148_004_190523	S47	Online form Q1.13	The situation will impact on all of the socioeconomic, tourism and recreation of the Isle of Man	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0150_003_190523	S47	Online form Q3	Will the Isle of Man be getting any benefit from this?	The potential socio-economic impacts are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement. We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in a very early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0155_003_230523	S47	Online form Q3	None for the IOM residents.	The Applicant notes your response.	No
Morg_0155_019_230523	S47	Online form Q1.13	Would cause damage to IOM tourism if the boat could not sail and to IOM life getting students home from universities. Costly airfares would cause distress to families.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0160_003_240523	S47	Online form Q3	Will not support the Isle of Man!!!	The Applicant notes your response.	No
Morg_0161_002_250523	S47	Online form Q3	None to the Isle of Man	The Applicant notes your response.	No
Morg_0161_016_250523	S47	Online form Q1.11	Direct image to low level flying exercises and commercial travel to IOM	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts on aircraft operations, including low flying operations, are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	
Morg_0161_017_250523	S47	Online form Q1.12	Minimal contribution and absolutely no contribution to the Isle of Man Community which will be severely affected.	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0161_018_250523	S47	Online form Q1.13	No contribution at all in fact the opposite as detriment to these activities.	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0164_001_270523	S47	Online form Q1.1	This is clearly going to be a large contributor to the UK's clean energy programme - which is good. But it appears that it will adversely affect shipping routes, especially to and from the Isle of Man, both in reliability of connections and increased cost. Such adverse impact will inconvenience residents, but more importantly will impact food availability and cost, and affect the economy, particularly tourism.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0164_003_270523	S47	Online form Q3	Benefits the UK by giving clean energy and construction work. Little or no benefit to the Isle of Man, but significant negative impact from shipping disruption	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0164_010_270523	S47	Online form Q1.13	Adverse Economic impact on Isle of Man residents and tourism	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0166_007_270523	S47	Online form Q1.1	It doesn't create local jobs	This information has informed the Socio-economics assessment (NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0170_003_280523	S47	Online form Q3	It would have no benefit to the Isle of Man and could adversely affect our economy, i.e. disruptive to trading links.	The Applicant notes your response.	No
Morg_0170_007_280523	S47	Online form Q1.13	As covered above, it will negatively impact on the Isle of Man's important trading link with England.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0172_002_290523	S47	Online form Q1.13	I believe this project will impact on our tourism industry.	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0174_001_290523	S47	Online form Q1	While being supportive of the need to reduce or eliminate the use of fossil fuels for energy, this cannot be allowed to serious impact the future of the Isle of Man and its people. The application of more intelligent and careful planning of windfarms in the Irish Sea will provide for the achievement of the goal of introducing more wind power without endangering our community. This statement below from the Isle of Man Steam Packet Company reflects my views on this issue:- 'KEY CONCERNS The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase the risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.'	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0174_002_290523	S47	Online form Q5	See above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0174_003_290523	S47	Online form Q1.7	See above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0177_001_300523	S47	Online form Q4	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0177_002_300523	S47	Online form Q5	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0177_003_300523	S47	Online form Q1	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0178_002_310523	S47	Online form Q5	Anything that increases travel costs makes the iOM less commercially viable	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0179_001_310523	S47	Online form Q1.1	The Isle of Man residents will be affected financially if the sites cut across the travelling paths of the Manx boats making us have to pay higher costs with NO benefit to the Island	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0179_007_310523	S47	Online form Q1.7	The Isle of Man residents will be affected financially if the sites cut across the travelling paths of the Manx boats, (which are the Island's lifeline and essential to us) making us have to pay higher costs and take greater risks And with NO benefit to the Island.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The Island is particularly going to be both time and financially affected in poor weather when routes have to be changed. There would seem to be a blanket disregard for a whole nation of people. Navigation safety for all vessels having to be in the wind farm corridors.	of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0179_008_310523	S47	Online form Q1.13	see navigation above financially will cost more to /from the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0180_002_010623	S47	Online form Q2	In my opinion, nobody really assessed the consequences of the economy and life of the Manx residents.	The Applicant notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0180_003_010623	S47	Online form Q3	It will destroy the lives of Manx residents, so I don't understand why this question is here.	The Applicant Notes your response. Impacts to population health have been fully assessed for all phases of the project and No significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0180_004_010623	S47	Online form Q4	The project must be abandoned before it makes the Isle of Man deprived and put into the poverty.	The Applicant Notes your response. Potential impacts on socio-economics of the Isle of Man are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0180_007_010623	S47	Online form Q1.1	No need for this project, as it harms the lives of Manx residents.	The Applicant Notes your response. Impacts to population health have been fully assessed for all phases of the project and No significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0180_019_010623	S47	Online form Q1.13	It will badly affect these areas for the isle of Man. Who would travel to the IOM if the ferry trip becomes longer and more expensive?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0191_001_030623	S47	Online form Q1	As an Isle of Man resident I have the following concerns, particularly in relation to the IOM to Heysham route - The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be Noted that Normally we would Not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_002_030623	S47	Online form Q5	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be Noted that Normally we would Not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0191_003_030623	S47	Online form Q6	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be Noted that Normally we would Not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_004_030623	S47	Online form Q1.7	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be Noted that Normally we would Not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	
Morg_0191_005_030623	S47	Online form Q1.9	The safety of navigation for ships when sailing through the wind farm corridors. The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement. It should be Noted that Normally we would Not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement).	Yes
Morg_0192_008_030623	S47	Online form Q1.13	This could have a massive impact on IOM, making the IOM even more difficult to travel to and this would impact - economic impacts - less available workforce, less tourism	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0199_013_040623	S47	Online form Q1.13	The size of the Morgan site appears to be approximately half the size of the Isle of Man, and 'parked' right outside of the Island's capital and main sea port presenting, at minimum, and dependent on location, a wall of wind turbines approximately 11 miles wide. Not only will this adversely impact the view out to sea, having (a) a negative aesthetic impact, which could also negatively affect tourism,	The Applicant Notes your response. Visual impacts have been assessed within Volume 2, chapter 10: Seascape, landscape and visual resources of the Environmental Statement	No
Morg_0200_001_040623	S47	Online form Q3	Please let us be honest, these projects are about profit and communities will invariably take second place to this.	The Applicant Notes your response.	No
Morg_0201_002_040623	S47	Online form Q3	My concerns are about the impact on the Isle of Man's economy and the impact on local people and visitors	Impacts to population health have been fully assessed for all phases of the project and No significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement). Impacts related to Socio-economics have been fully assessed for all phases of the project and No significant adverse effects are anticipated (Volume 2, Chapter 13: Socio-economics of the Environmental Statement). The Socio-economic assessment has been based on the assessment of potential impacts to lifeline ferry services within the Shipping and navigation assessment (Volume2, Chapter 7: Shipping and navigation of the Environmental Statement).	No
Morg_0201_018_040623	S47	Online form Q1.13	The Preliminary Environmental Impact Report considers possible adverse socioeconomic effects for Northwest England and Wales but does Not appear to consider such effects for the Isle of Man. Economic losses in tourism could be caused by adverse impacts to scenery, restriction of movements of cruise ships and increased losses due to cancelled ferries. Cumulative impacts of numerous wind arrays just outside Manx Waters may restrict development of the proposed offshore wind generation area in Manx territorial waters, with negative impact on the Manx economy and carbon budget.	The Next Steps section of the Socio-economics PEIR chapter indicated the need for further consideration of the potential socio-economic effects arising from the issues associated with potential impacts on ferry routes. The potential impacts on ferry services (both alone and cumulatively) are considered in Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement. The potential socio-economic impacts of disruption to ferry services are considered within Volume 2, Chapter 13: Socio-economics of the Environmental Statement.	No
Morg_0209_006_070623	S47	Hardcopy form Q6	I hope that more local jobs can be offered to the local communities It is vital that at all stages the public are informed.	The Applicant Notes your response. The Applicant has provided an Outline Skills and Employment Plan (Document Reference J8). This document sets out the principles that will be secured for the Morgan Generation Assets which will be part of a full skills and employment plan for the whole Morgan Offshore Wind Project which will be secured via the Morgan and Morecambe Offshore Wind Farms: Transmission Assets DCO. This will secure the economic benefits associated with the Morgan Generation Assets in relation to skills and employment within the offshore wind sector.	No
Morg_0209_012_070623	S47	Hardcopy form Q1.13	When will the discussion of Ports be made + will this create any jobs for local people	The final selection of ports, potential manufacturing and fabrication facilities, and delivery models required for the Morgan Generation Assets has Not yet been determined. The Applicant will explore ports, supporting	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				infrastructure and labour markets to understand the potential capabilities, capacities and availability that exists – this will be carried out post-consent.	
Morg_0216_001_270823	S47	Email	My major concern relates to the ferry services which are so fundamental to daily living on the Isle of Man. The Irish Sea is often rough with gale force winds frequently & I consider the installation of a large number of offshore wind turbines to be a serious risk to our ferry crossings, particularly in winter, restricting the alternative routes available to vessels in bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0217_001_010923	S47	Email	Please find below my response to question1, part 1.14 of the Morgan Offshore Wind Project Generation Assets. I am disappointed ENBW/BP, when recognising ferry services will be impacted by this development, has only considered the resulting effects in planning terms and dismissed them as “Not significant”. No consideration appears to have been given to the needs or voice of stakeholders or stakeholder communities. If it had, planning terms would Not be the only measure used to understand and describe this development's impact as “Not significant”. While I agree with the development, growth and expansion of renewable forms of energy, consideration needs to be given to the wider impact of such schemes on stakeholders and stakeholder communities and I don’t think that balance of consideration has been given to this proposal. The Morgan Offshore Windfarm is going to have a detrimental impact on the vital ferry lanes to and from the Isle of Man: 1 - To the safety of navigation for ships when sailing through the wind farm corridors. 2 - Because of the lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island’s lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. 3 - And to the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Consideration must be given to accommodating existing ferry routes, used in variable weather conditions, that can safely be navigated through this and the other windfarms	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			(existing and proposed) in this area. With little to No stakeholder community consideration in the process, this appears to be a profit over people proposal being disguised under a green/renewable agenda. That is both disappointing and far from meeting BP's core values to 'Do The Right Thing' and 'Put Yourself in Other People's Shoes'	and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production, once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application. Broader consultation with stakeholder communities was undertaken through the consultation on the PEIR which was held between 19 April and 4 June and which has further informed the project design and assessment process.	
Morg_0218_001_020923	S47	Email	What a pity you are unable to obtain the original comments for the scheme. My concern is that the sighting of the wind farm might cause delays in travelling by the steam packet. I don't know the exact routing but know that the routes are changed if weather deteriorates - would the boats be affected by the installation of the proposed wind farm. Anything that disrupts the sailings would Not be acceptable.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0223_001_220923	S47	Email	With response to your letter dated 25 August 2023, and specifically in relation to the missing response to Q1.14 detailed therein. I am disappointed that I am having to submit a response to this question again due to a technical error on your part. I had No way in which to save copies of my responses, ad the link provided earlier No longer works. Briefly, I believe that the proposed site for the wind farm will detrimentally impact the heath and wellbeing of residents of the Isle of Man and users of the territorial and surrounding	Thank you for taking the time to respond to the consultation. Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement. The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			seas. Long established sea routes will have to have to change, and become longer, meaning boat journeys will become longer and use more fuel. Patient transfer to UK hospitals can and do take place by sea as well as by air, and such delays would cause more distress and discomfort for patients using the service. The extra fuel used would also have a detrimental impact on the environment. Somewhat ironic that a proposed “green” solution to power generation would cause further harm to the environment it was supposed to protect. Furthermore, the Island is a well regarded and much used emergency medical centre for maritime emergencies, especially with regard to the the hyperbaric chamber, which is a literal life-saver. Both Lifeboats and Air Sea Rescue helicopters bring casualties to the Island for treatment, and this could also be detrimentally impacted by the proposed wind farm. Much of the food, fuel and medicines supply are brought to the Island by sea, so this lifeline must be maintained. I am sure my original response contained many more points, but I am Not feeling confident that any of the responses will be taken into consideration. I am in favour of more environmentally conscious power generation methods, and would welcome a wind farm, but Not at the expense of the health, welfare and wellbeing of the Island. It would seem that we are being asked to make sacrifices to our way of life and standard of living, but will Not be benefitting from the power generated.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0224_001_110923	S47	Hardcopy	This development will interfere with the vital sea link to the Isle of Man, and present on going risks to the islands ferry service especially from late autumn to spring sailings. There are No circumstances where this project will benefit the Isle of Man, its residents, or its economy. This development offers No benefits of any form to the Isle of Man. Their is No electric or electrical generational benefit. I object to this proposed development.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in Normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. An Outline Skills and Employment Plan (Document Reference J8) has been submitted with the Morgan Generation Assets Application.	Yes

D.24.20 Human health assessment table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0001_001_110423	S47	Email	The mapping suggests that the 'Farms' are directly in line with vital shipping routes between the IOM and England. To disrupt this direct route is an obvious non starter both economically for the IOM Steam Packet Co. and for the disruption of additional time needed to circumvent the farms and the additional fares that will be charged as well as having to experience longer journeys in often rough sea conditions. In addition the freight charges will be increased and the costs will be passed onto from the suppliers to the customers. An element of increased risk navigating through or round such structures also comes to mind.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0004_001_120423	S47	Email	I believe that these projects will have a negative impact on the ferry crossings between the UK and the Isle of Man. the Steam Packet Company provides a vital lifeline for the Isle of Man, and any delays or disruptions to their service would have serious consequences for our island community. I believe that the construction of these wind farms would seriously hinder ferry crossings, resulting in longer travel times and reduced accessibility for the people of the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0004_002_120423	S47	Email	I am worried about the cumulative effect that numerous Irish Sea wind farm projects will have on the viability of the Steam Packet's routes. The addition of these wind farms may further compound the difficulties faced by the ferry company, making it even harder for them to provide a reliable and efficient service to our community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0006_001_150423	S47	Email	Have you deliberately left the Port of Heysham off your map of the proposed Morgan wind farm? This proposed farm may have an adverse effect on the sailings between Douglas and Heysham Port, the latter of which is an important lifeline for the IoM	The Port of Heysham is shown on relevant figures within the shipping and navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement) (Document Reference F2.7). The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0009_001_190423	S47	Email	I feel I must object to the proposed Morgan wind farm purely because of its interference with Isle of Man Steam Packet Company routes. In the same way that no-one would consider blocking a motorway, there should be no consideration given to causing issues with the Isle of Man's main, year-round lifeline for goods and passengers. The reduction in open sea for navigating in rough weather is likely to result in many more cancelled and disrupted sailings.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0010_001_190423	S47	Email	I am very concerned not to say almost horrified at the proposals that will affect our ferry routes drastically. To get from Liverpool to Douglas will now require a major diversion, as the regular route runs through the edge of your site. In the case of poor weather conditions, high winds etc (which are well known constants in the Irish Sea) any attempt to use a safe route will require a major redirection adding potentially up to two hours travelling time, additional discomfort to those who are sick and potentially danger in trying to cope with tides and winds from changed routes. It will clearly be impossible to travel safely on the existing routes as any attempt to do so would bring the ferries too close to wind turbines.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0019_001_240423	S47	Email	I do agree there is a need for clean electricity, by wind farms. However I disagree if this effects essential shipping routes to a Island that is dependent on the North West. For our essential supplies food, medicine, building materials agriculture materials and live animals vehicles and vehicle parts, tourism both ways arrive from Isle of man, Heysham and Liverpool. Going further by sea adds to pollution and costs to all of us. Please consider our Isle of man Shipping routes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0021_001_250423	S47	Email	If this site was to go ahead it could have a deep impact on the people and businesses on and off the Isle of Man. Much of the Islands trading involves travel to and from Liverpool and the Mona site would mean a change in the usual direct route. This would then mean that travel costs and travel time would also have to be raised. We are very much against the Mona site proposal.	The Mona Offshore Wind Project is being taken forward as a separate Development Consent Order. Please note in relation to the Morgan Generation Assets that the NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0024_001_300423	S47	Email	I am very much in favour of wind farms in general, but I live on the Isle of Man and I am very much concerned on the impact these wind farms could have on our shipping route between the Isle of Man and the UK. there's not a lot of room for ships to pass through, whether for passengers or containers bringing food and other supplies to the island. In poor weather, when ships may need to take alternative routes, it is very likely that this could mean longer journeys to avoid wind turbines or no crossings for periods of time in the winter. This is my concern. One wind farm would not cause too many difficulties, but 3, alongside the Mona proposition, I fear would routes to the Isle of Man too much.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0025_001_300423	S47	Email	I have serious reservations with regard to the positioning of the Morgan offshore wind farm. The footprint of the farm appears to encroach on the ferry route between Douglas and Liverpool and possibly the route between Douglas and Heysham. As the Isle of Man is totally dependent on the ferry service between the UK mainland and the Island, any structures or other impediments which may obstruct the route or result in delays or cancellations would be totally unacceptable. It is difficult to understand why the boundaries of the wind farm should be delineated in a way which may impede the ferry route. The ferries travel between two fixed points whereas one assumes that the wind is not restrained by fixed lines or boundaries and blows throughout the Irish Sea. The wind farm can be placed to avoid any interference to shipping lanes. I suggest that the wind farm boundaries be redrawn to avoid any interference with the ferry routes to the Isle of Man.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0026_001_020523	S47	Email	Looking at your map, what provision are you making for safe passage of the ferries from Liverpool and Heysham to Belfast, Dublin and Douglas?	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement, which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0027_001_030623	S47	Email	Many thanks for this. I have two objections: 1, Since the building of the Walney Wind farm there has been a huge increase in the amount of rubber gloves being washed ashore on the beach at Drigg and Seascale.	The Applicant notes your response.	No
Morg_0028_001_020523	S47	Email	States an objection to Mona Offshore Wind Project, Morgan Gen, Morecombe Gen, and Morgan and Morecombe transmission assets. My objection regarding the adverse impacts of the above proposed developments on navigation refers in particular to the Isle of Man's lifeline ferry services. The Planning Inspectorate's website for Morgan Offshore Generation Assets, 10 October 2022, records the following communication from the Maritime and Coastguard Agency. "... I want to raise an early concern that (1) the three projects present concerns to safe navigation in the area and (2) I believe that separate planning applications would not provide a full representation of the impacts because of the risks they present cumulatively which probably most concern the MCA and other navigational stakeholders." The documents for the current proposals appear to show that the geographical extents of the schemes have not materially changed since the MCA expressed their concerns. Despite communications between the shipping interests and developers, I understand that the boundaries for the areas proposed for development remain a matter of concern for shipping operators, including the Isle of Man Steam Packet Company. A Request For More Information on Wind farm Extent and Layout Currently, there is free navigation over the whole area of the proposed wind farms. The custodian of the sea bed, the Crown Estate, has issued licences intended to allow developers to close off areas of the seas surface to navigation. Yet, it is the shipping interests who have been expected to justify their requirements for safe navigation. For an equitable balance between wind farms and shipping operation, it is now appropriate and not unreasonable to request that the developers justify the development areas actually needed. It is not adequate that they make reference to the development areas as "maximum." It appears that the geographical extents for licence and development were based initially on nominal capacity densities (MW/km^2) for which there is extensive data for the British Isles and Europe. Subsequently, with the increasing data now available, the developers should now be able to provide more detail of their design parameters and proposals. Unfortunately, past experience elsewhere was that developers claimed that there were too many variables under consideration. Was their reluctance to provide details until as late as possible intended to put objectors at a disadvantage? Even though the developers may not have finalised design, it is reasonable to expect that they are now able to address and resolve fundamental inputs such as turbine specific power and Irish Sea wind data. Thus, they are able to narrow down their choices and become much more specific as to the actual layout pattern and area required. For example, the documents state the minimum number (higher power) and maximum number (lower power) of wind turbines in each development, which indicates the chosen range of turbine capacities and rotor sizes. The Rochdale Envelope (National Infrastructure Planning Advice Note 9) allows a degree of flexibility to address uncertainties. For offshore wind farms it notes (para 4.5) that these may include type and number of turbines. Para 4.12 refers to "robust worst case scenario(s), " which for offshore wind farms presumably includes overall geographical area for development. Notwithstanding this 'flexibility,' it now appears reasonable to request the developers to	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan Array Area boundary which has increased the searoom around the project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			justify the actual development areas which they need. To give one specific example, what is the justification for the northern-most corner of Morgan to project apparently unnecessarily into the Douglas - Heysham shipping route?		
Morg_0033_001_090523	S47	Email	We are residents of the Isle of Man and on looking at the map on the card immediately became concerned as the two ports to the east of the Isle of Man which are used by The Isle of Man Steam Packet Company [IOMSPC] are not shown. The immediate implication is that you do not understand the importance to the Isle of Man of the routes to both Heysham and Liverpool. Both shipping routes, used for a very long time by the IOMSPC, are a vital lifeline. Anything which disrupts the regular sailings has massive implications in terms of food supplies and other freight to and from the Island. There is also the other important role provided by the IOMSPC, that of transferring people to appointments/treatment in UK hospitals where the patient is unable to fly. The IOMSPC [founded in 1830] has various longstanding routes used to both Heysham and Liverpool, each depending on prevailing weather conditions. We believe that the consequences of development at the proposed scale will potentially result in longer sailing times and, to ensure avoidance with the wind farms, will result in more frequent cancellations. We are not opposed to the principle of wind farm developments but are totally opposed to any such developments which will adversely impact on the services provided by the Ilse of Man Steam Packet Company. We feel sure that the IOMSPC will be submitting their own response and are confident that it will be more detailed than the above.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7 (Document Reference F2.7) submitted as part of the Application.	Yes
Morg_0038_001_160523	S47	Email	We would initially state that we support the development of sustainable energy generation, to mitigate the effects of Climate Change. However, these developments need to be planned carefully, with due consideration on its impact on the Isle of Man. As an Island, we are reliant on our sea links for both passenger travel and for all our freight, including the majority of the food that we consume. Any impact on the sea links, however small, could have a major impact on the Isle of Man, particularly during times of inclement sea conditions. In fact, the island already regularly experiences significant disruptions during the winter, including depleted supermarket food shelves, when the boats cannot sail due to poor weather, and this issue could be exasperated by narrowing available sea routes. The following image, from the consultation portals, provides the overall layout of the proposed developments, and itis clear, even without technical knowledge, that the location of these proposals has potential to impact on the important sea links that connect the Isle of Man to the UK. As we are not experts in maritime matters, we would therefore refer you to the observations of the Isle of Man Steam Packet Company, who have responsibility to maintain the important sea links that the Island is dependent on;https://www.bbc.co.uk/news/world-europe-isle-of-man-63588474https://www.steam-packet.com/information/news/2022/Nov/Potential_wind_farm_projects The following is an extract from the article on the Steam Packet website; KEY CONCERNS •The safety of navigation for ships when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island's lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Protect lifeline services steam-packet.com Please consider the cumulative effects of all Irish Sea wind farm projects on the Island's lifeline routes. Serving our island community since 1830 Map is for illustrative purposes only and is not drawn to scale. The following image illustrates the potential conflict between the current ferry routes between the Island and Heysham & Liverpool, neither of which were	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			identified on the maps on the consultation portals; Whilst separate consultations are being held for the four separate proposals, it is clear that all four should be considered as one, to assess their overall impact. As the proposals are only at consultation stage, we hope and trust that the concerns of the Steam Packet Company are taken on board fully and suitable solutions found, to ensure that the people of the Isle of Man are not impacted negatively by these proposals.		
Morg_0040_001_180523	S47	Email	We would like to be very clear that Chamber has no objections, indeed no comment, in relation to the policy of windfarm development. Our submission to you is based on the economic impact that will result from the proposed UK offshore windfarm (Morgan & Mona) which will have direct impact on our long-established lifeline sea routes with the UK (Heysham & Liverpool). The location of the planned wind farms will add to journey times and reduce port turnaround times for urgent freight but will more worryingly have a severe effect on the use of adverse weather routes which will lead to more cancellations resulting in direct impact on our Island's vital freight deliveries and visitors. The island is highly reliant on same day fresh foods and imports over 80% of food consumed. You will understand our position in protecting these routes for the IOM and its community who depend on these routes for their daily livelihood needs and travel. The Isle of Man Chamber of Commerce has no objections to any windfarm development obtaining planning approvals-PROVIDED that on its own, or cumulatively our lifeline air and sea routes are unobstructed. We have gathered comments from our Sector Leads in the most effected industries to make it clear the impact the proposed windfarm development will have:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_002_180523	S47	Email	REDACTED, REDACTED at Strix Ltd and the REDACTED for our STEM members has given the following statement: 'The Engineering and Manufacturing businesses on the Island are very concerned about any developments that may disrupt the reliability and regularity of the logistics links to the Isle of Man. These links are an essential element of the supply chain in both directions for our businesses, for incoming materials and out flow of products to our customers. In today's economic environment many of our businesses need to operate as lean as possible with regard to holding materials and stocks as well as needing to offer just-in-time delivery performance to our customers. Disruption to the supply chain will very quickly have a detrimental effect on our ability to function which will then directly impact our performance to our customers. Repeated and ongoing customer impact can be very damaging to reputation and future prospects. The last thing we need for business sustainability is to suffer the risk of increased supply chain disruption. Isolated examples of disruption already exist today from natural causes such as storms at sea. When the ferry service is cancelled due to bad weather our materials and products become stalled and priority on the next sailings is given to perishables, food and medical supplies over our supplies. This can quickly escalate to a crisis if sailings do not resume to normal in a reasonable period of time as the backlog will grow.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_003_180523	S47	Email	REDACTED, REDACTED of Robinsons and REDACTED for our Local Economy Forum (large locally owned and operated business) has commented: The reliability and cost of the freight service to the Isle of Man is critical to the local retail and hospitality sector, the Group supports projects that deliver economic growth but in this instance would seek detailed reassurances that freight services would not be affected in either its timing's or burdened by extra costs. The Isle of Man retail sector, especially food retailers depend on reliable timed deliveries and any deterioration in the service could damage the prospects for investment in the sector and affect we believe the quality of life on the Isle of Man.'	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0040_004_180523	S47	Email	REDACTED, REDACTED of Palace Holdings and REDACTED for our Visitor Economy Members has provided the following statement: The Isle of Man's visitor industry is wholly dependent on reliable air and sea routes for its guests to travel to the Island. About 60% percent of our tourists use the sea links serviced by Steam Packet. It is obvious that any disruption or reduction of ferry services will have a material impact on our tourism sector. Even more so now the number of air routes to and from the UK has diminished. A reduced number of visitors to the Isle of Man due to cancelled, delayed or reduced number of sailings will also have a significant effect on our wider local economy. Reduced visitor numbers will lead to reduced spend on island in our retail and hospitality sectors. This will inevitably result in closures in our already fragile retail and hospitality sectors. The Isle of Man's economy as a whole and our visitor industry in particular can only prosper if it can rely on the existing unobstructed ferry services as the lifeline of our Island nation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0040_005_180523	S47	Email	REDACTED, REDACTED for Swagelok Ltd and REDACTED for our Road, Sea and Air members has provided the following statement: Living on an island means the timely movement of goods and people is paramount to our everyday lives. The Road, sea and air team are very supportive of green energy sources and committed to the regional drive to Net Zero. We are however concerned with the proposed planning location of the off-shore windfarms being in the “hub” of our key ferry routes as well as neighbouring ferry routes. The alternative routes shall see service performance of Steam Packet drop from 95% to 80% due to an increased impact from adverse weather conditions. This service level has a significant impact on our hauliers being able to provide the levels of service required to support domestic and international businesses. The on-cost of longer routes and more delays shall ultimately be realised by the paying public.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_001_240523	S47	Email	The cumulative effects of the Morgan, Morecambe and Mona proposed wind farm developments have generated a number of concerns about potential impacts on the safety, reliability, comfort and carbon dioxide emissions of the ferries between the Isle of Man and the English coast. I am also concerned that there are potential impacts for the Manx economy that have not received attention. Specifically my concerns are:	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	
Morg_0043_003_240523	S47	Email	Shipping: Restriction to navigation will prevent ferries from taking current bad weather routes and consultation documents predict that ferry cancellations due to bad weather will increase by 30% on the Douglas to Heysham route and by 35% on the Douglas to Liverpool route. These are unacceptably high increases. Such cancellations tend to be concentrated in the winter months and could cause major and long-term disruption to the supply of essential goods and travel at key times such as the Christmas period.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0043_004_240523	S47	Email	Shipping: Travel times of ferries during heavy seas will also be significantly increased due to the presence of the arrays. Projected additional crossing time in bad weather of at least 27 minutes for the Mannan Douglas to Liverpool route and at least 17 minutes for Ben My Chree Douglas to Heysham route are significant. Such additional time at sea is unacceptable, especially considering that passengers are likely to be in discomfort during rough seas. Minor injuries and damage to vehicles seems more likely to happen.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0043_005_240523	S47	Email	Shipping: The standard route from Heysham to Douglas will increase by 1.1 nautical miles (and the Liverpool to Douglas by 0.4 nm). With several sailings per day all year round there will be a cumulative impact on carbon emissions linked to the Isle of Man due to additional distances travelled. Increases in bad weather steaming times are more significant and will have a greater impact on such emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	Yes
Morg_0043_006_240523	S47	Email	Socio-economic: The Preliminary Environmental Impact Report considers possible adverse socioeconomic effects for Northwest England and Wales but does not appear to consider such effects for the Isle of Man. Economic losses in tourism could be caused by adverse impacts to scenery, restriction of movements of cruise ships and increased losses due to cancelled ferries. Cumulative impacts of numerous wind arrays just outside Manx Waters	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			may restrict development of the proposed offshore wind generation area in Manx territorial waters, with negative impact on the Manx economy and carbon budget.	responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1)).	
Morg_0045_001_250523	S47	Email	I've read the booklets and completed the online consultation form this afternoon. My question is whether there is a separate consultation form for each of the projects i.e. 3 or just the one? Also, just wondering if you have a local community support fund and would consider a small donation to our charity which is the West Lancs and Merseyside myeloma support group. Our charity meets once a month to support patients and carers affected by the blood cancer myeloma. More info on our website www.wlm-myeloma.uk	We are committed to working with local communities that may be impacted by the project. As our proposals develop further, we would appreciate any ideas for potential community benefits. While the project is still in an early stage of development, we will continue our engagement with the relevant communities in due course.	No
Morg_0048_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0048_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0048_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	
Morg_0048_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0048_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_001_290523	S47	Email	I would like to formally object to the Morgan Offshore Wind Farm as proposed for the following reasons. Whilst I am supportive of the principle of offshore wind as source of renewable energy the siting for future wind farms in the Irish Sea must not compromise the different routes that Isle of Man Steam Packet Company vessels need to take to travel from Douglas to Heysham, Liverpool, Belfast and Dublin. The Steam Packet Company's lifeline services sustain our island community providing vital all year round transport and supply links for food, medicine and other essential goods. The Isle of Man Steam Packet Company vessels need to be able to safely navigate in all weathers and all normal and rough weather routes need to be safeguarded.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_002_290523	S47	Email	I have serious concerns about the cumulative effect the numerous Irish Sea wind farm projects will have on the viability of these routes. As a consequence I am opposed to the proposed locations and extent of area of the proposed Mona, Morecambe and Morgan Wind farms. The cumulative impact of one or more of these going ahead as proposed would sever both the usual and rough weather routes used by the Isle of Man Steam Packet Company vessels traveling from Douglas to Heysham and Liverpool.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	Yes
Morg_0049_005_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: The safety of navigation for ships when sailing through the wind farm corridors. The enough open sea room remains for navigating in rough weather to avoid the increased risk of cancellations on the island's lifeline routes – which would affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods including food, mail and newspapers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0049_006_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: They do not lead to extra sailing distance being imposed on lifeline routes, which would consequently require more fuel, lead to increased	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			fuel costs and ticket prices and greater CO2 emissions and threaten the feasibility of two return sailings per day all year round.	greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F.4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F.2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F.2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F.2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0049_007_290523	S47	Email	Each project should be considered cumulatively alongside existing Walney and other approved offshore windfarms, to ensure: No adverse impact on lifeline air links to the Isle of Man (including commercial flights and air ambulance services).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0053_001_010623	S47	Email	We wish to express our concerns about the potential effects of the development of the three wind farms –Morecambe, Morgan and Mona on ferry shipping routes between North West England and the Isle of Man. All three developments will affect ferry navigational issues across the Irish Sea. The impact of the 3 windfarms - taken together is of utmost concern to passengers using the Steam Packet services. Those concerns include the danger of	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			shipping having to take longer routes with the consequent cost and time penalties; the difficulties that may arise in poor weather when existing weather diversionary routes are no longer available because of the Windfarm developments; and the damage to the Isle of Man shipping trade if the service as a result becomes more unreliable, less punctual and more costly.	responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0053_002_010623	S47	Email	We would reiterate and support IOMPSC's concerns about the essential ned for routes to vary according to weather conditions, as follows - •The safety of navigation for ships where new sea lanes are introduced when sailing through the wind farm corridors. •The lack of open sea room for navigating in rough weather, limiting manoeuvrability in the event of an emergency. This is likely to increase the risk of cancellations on the island's lifeline routes, affecting passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. •The consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0053_003_010623	S47	Email	North West Public Transport Users' Forum Community Interest Company trading as TravelWatch NorthWest Company No. 6181713 Registered Office: 11HarvelinPark, Todmorden, LancsOL14 6HXIt will not help the work to tackle climate change if ferry companies have to use more fuel avoiding windfarms because of a lack of adequate consideration of the needs of the ferry companies and their passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective. Within the Climate Change chapter of the PEIR we stated that GHG emissions have a global effect and all emitters contribute to climate change irrespective of location. UK Carbon budgets are used to limit the UK's contribution and as such all emission sources in the UK are bound by such budgets. The direct impact of the Morgan Generation Assets on the various vessel movements has been considered within Volume 2, Chapter 12: Climate change of the Environmental Statement (Document Reference F2.12). It should be noted that normally we would not consider cumulative effects of other schemes as part of the Technical greenhouse Gas Assessment (Volume 4, Annex 12.1: Greenhouse gas assessment of the Environmental Statement (Document Reference F4.12.1).	
Morg_0059_001_020623	S47	Email	Introduction The Isle of Man Steam Packet has provided the ferry service to the Isle of Man for almost 200 years and the direct Heysham and Liverpool routes are lifeline services for a remote Island community with 85,000 people. The Island is completely dependent on IOMSPC reliable services. UK and Isle of Man Government policy highlights that it is essential for to protect remote Island community lifeline routes.	The Applicant notes your response.	No
Morg_0059_002_020623	S47	Email	The Company carries around 600,000 passengers, 150,000 private vehicles and 40,000 freight trailers/vans per annum and is the only Ro-Ro ferry service to the Isle of Man carrying all urgent ‘just-in time’ food, retail, medicine and time sensitive lifeline and business supplies.	The Applicant notes your response. Potential impacts in relation to Socio-economics are considered within Volume 2, Chapter 13: Socioeconomics of the Environmental Statement (Document Reference F2.13) and human health considered in Volume 2, Chapter 14: Human health of the Environmental Statement (Document Reference F2.14).	No
Morg_0059_003_020623	S47	Email	The Company has not objected to other Irish Sea Offshore Windfarms (OWF’s) positioned away from our direct and weather routes but the Morgan and Mona development locations need to be adjusted to avoid our direct Isle of Man shipping routes and to maintain prudent navigational safety margins and requirements in the frequently harsh Irish Sea weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_004_020623	S47	Email	Even a 3-5 minute extra deviation will compromise vessel turnarounds during busy periods and lead to essential goods being left in Heysham as IOMSPC is already having to divert around West of Duddon Sands OWF (WoDS).	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_005_020623	S47	Email	The cumulative impact of the development (on top of WoDS) as currently specified will: - Disrupt remote Island lifeline supplies as freight trailers will be left in Heysham at peak volume periods due to a 8 minute reduction in freight loading time (WoDS and Morgan cumulative) – with no ability to speed up vessel or port turnarounds. - Disrupt Island lifeline supplies due to the reduction in weather routing options and the increased passage time for weather routing (4 times daily) will also lead to the cancellation of subsequent rotations. IOMSPC considers Heysham cancellations could double or treble as there will be insufficient time to ‘catch up’ from longer weather routes (x4). This will lead to a disruption to Island lifeline supplies and this is clearly unacceptable for end users. - Compromise safety of navigation due to insufficient gap between Walney and Morgan (as proven Wallingford simulations) - Increase risk to crew safety during turnarounds time in ports with significant cumulative restrictions on the time available. - Increase fuel costs and CO2 emissions. - Disrupt essential Island connectivity - IOMSPC services provide essential travel means for the public to and from the Isle of Man (IOM), and the IOM community rely on timely services for receiving UK medical treatment, travel overseas, business, tourism and day to day travel needs. The Island has a small domestic airport and over the years there have been issues in having reliable air travel and retaining service providers due to challenging financial difficulties faced by airlines for relatively modest scale operations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			- Reduced turnaround times and any failure to carry all booked traffic will lead to reputational damage resulting in long term passenger abstraction to air and IOMSPC revenue loss. - Increased cancellation rates for adverse weather periods Spring and Autumn will lead to reputational damage and loss of volume/revenues, and the Liverpool route is particularly vulnerable to revenue reductions.	Chapter 13 (Document Reference F2.13)) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_006_020623	S47	Email	While some UK shipping routes may not be materially affected by small diversions around OWF's (if the specific routes have 'surplus' time available), in the Isle of Man, the Heysham ferry is operating or loading/discharging 24/7 all year and there is no 'slack' in the timetable or surplus speed capability to recover from any disruption or additional diversions. 5 or 10 minutes diversions can therefore result in lifeline freight supplies being left in Heysham due to peak period turnaround time constraints. The Isle of Man Government policy is to boost the population to 100,000 and boost tourism and diversions will compromise this policy.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 (Document Reference: F2.13) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_007_020623	S47	Email	The IOMSPC's new vessel, at a cost of £78m, has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even one minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_008_020623	S47	Email	Section 1: Infringement On Lifeline Routes IOMSPC will oppose an infringement on its c.200 year old essential lifeline direct routes and Morgan and Mona developments should be re-positioned to avoid further route deviations which will disrupt continuity of passenger travel and supply to a remote island community.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_009_020623	S47	Email	The Isle of Man is completely dependent on 'just in time' reliable lifeline deliveries and food retailers, manufacturers, businesses, medical centres, etc, do not have warehousing storage facility space and any disruptions in ferry supplies have an immediate and serious negative impact.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_010_020623	S47	Email	The Ben-My-Chree (Passenger/Freight Ferry) on the twice daily Heysham route was purpose built for the direct Heysham route (pre WoDS diversions) and has no 'spare time' in her 24 hour timetable and no ability to increase speed. Even modest diversions around Morgan, on top of existing daily WoDS diversions (and occasional weather diversions), will reduce the port turnaround time to load freight trailers - which at busy periods will lead to freight being left in Heysham and empty supermarket shelves or other essential freight customers disruption.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_011_020623	S47	Email	The Island's population has increased from c.65,000 to 85,000 over the past 30 years and is projected to grow to 100,000 and freight/passenger traffic demand and tourism are all expected to grow. IOMSPC's new vessel at a cost of £78m has been specifically designed to offer 60% greater passenger capacity which will make turnarounds even more challenging. Any diversions of even a minute or more will therefore compromise this capacity investment and compromise the ability to load all freight trailers at peak periods. The growth in demand per sailing will lead to a significant increase in the number of sailings operating close to capacity while the turnaround times cannot be increased and cannot be 'sped up' due to physical and safety constraints. Any reduction in turnaround times arising from additional route deviations will ultimately lead to disruptions in vital lifeline freight supplies.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_012_020623	S47	Email	The Isle of Man is a 'remote Island community' and the Irish Sea is known for its harsh climate. Weather related or other sailing disruptions have a serious negative impact on the Islands lifeline food, medical, business supplies and passengers. Unlike many UK ferry routes there are no other Ro-Ro ferry services or routes to help compensate and there is no slack in the timetable to recover from delays and windfarm diversions.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0059_013_020623	S47	Email	Disruptions to sailings or insufficient loading time can have severe consequences. Any disruption can have extreme consequences and there have been a number of examples of severe issues/disruptions faced in recent years, e.g. - Empty supermarket shelves and 'panic buying'. - Disruption to 'just in time' business supplies for manufacturing, construction, agriculture, retailing etc. - Disruptions to Pharmacy and Hospital medicines and oxygen for the Hospital. - Issues related to supply of urgent water treatment chemicals. - Potential airport closure as replacement airport fire engine urgently required. Cancellations, weather routing or delays can lead to freight and passenger backlogs, sometimes for several days and any reduction in turnaround load times arising from Morgan and Mona diversions would compound these disruption risks and lower the ability to cope with backlogs	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_014_020623	S47	Email	Company vessels already have to divert around the 'West of Duddon Sands' OWF, already increasing passage times by approximately 5 minutes each sailing. The Morgan/Mona OWFs as drafted in the PEIR would therefore increase direct routes by an extra 8 minutes per crossing, four times daily. With typically half an hour to discharge all freight and passenger vehicles, the load/lashing time for all freight trailers, vans, cars and coaches will be reduced from c.1 hour to only c. 50 minutes, a significant reduction of 16%. Vehicle decks with freight trailer movements are potentially dangerous environments for crew and passengers. While staff will be able to load safely on quieter sailings the OWFs positioned on direct routes may compromise turnaround safety if staff feel pressured to marshall, arrange freight trestles and lashing chains in even tighter timeframes.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_015_020623	S47	Email	Passenger cars will be loaded as a priority to avoid long term reputational damage but time-sensitive lifeline freight trailers will inevitably be left if there is insufficient time in port.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate	

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The costs and consequences of leaving freight trailers could be extremely severe for Island businesses and organisations and 'groupage' trailers can have numerous end customers. It is essential that the negative effect and costs to potentially hundreds of lifeline 'end user/customers' are considered/avoided, e.g. haulier labour costs, manufacturing loss of production or sales, food/other retailer empty shelves, pharmacy supply disruption, business downtime or loss of sales, costs of workforce downtime, long term business reputational damage, etc.	deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_016_020623	S47	Email	Disruption/costs could be compounded if there is no space/time on the following departure 12 hours later and Just in Time goods are therefore further delayed. Alternatively if private vehicle bookings had to be restricted at peak periods to allow more time for freight trailers, then this would cost IOMSPC hundreds of thousands income, also depressing visitor numbers and income for the Isle of Man tourism and accommodation industry.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_017_020623	S47	Email	MV Manxman (larger Passenger/Freight Ferry) will replace MV Ben-my-Chree on the Heysham route in 2023 on the same timetable. The vessel has 1000 passenger capacity (versus 630) and a larger vehicle deck to provide greater capacity for future volume growth and for existing peak demand periods such as school holidays, bank holidays, tourism	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2,	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			events such as the IOM TT Races, Manx Grand Prix, Car Rally events and sporting events. While cars/vans are relatively quick to load, TT/MGP motorbikes (up to 40,000 carried in a fortnight) all have to be individually lashed and secured and the £75m investment in MV Manxman capacity will be compromised by any reduced loading time and negative impact on the volume of traffic that can be booked and safely loaded during these peak events.	Chapter 13 (Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0059_018_020623	S47	Email	TT and MGP periods always have excess demand and turnarounds are already extremely tight. The Company's plans to book freight on MV Ben-my-Chree during TT and load as many as 500 motorbikes (and cars/vans) on MV Manxman will be compromised by the extra passage time from WoDS and Morgan/Mona OWF diversions and tourist traffic/income to IOM would therefore be reduced.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7). The socio-economics assessment (Volume 2, Chapter 13 ((Document Reference F2.13)) considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	No
Morg_0059_019_020623	S47	Email	Deviations should also be avoided from a fuel cost and emissions perspective. Even if the developer provided fuel cost compensation to IOMSPC this will not compensate for offsetting costs, and will not compensate end users in a remote Island community for potentially extreme consequences/costs from trailers being left in Heysham.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_020_020623	S47	Email	Section 2: Interference With Remote Island Lifeline And Strategic Supply Government Policies The Morgan and Mona developments interference with the Isle of Man direct routes contravene a number of Isle of Man and UK Government Policy statements: 2.1 The Isle of Man Government "Manx Marine Environmental Assessment (MMEA)", Chapter 6.2 identifies that direct shipping routes are strategic requirements for Isle of Man and must be preserved. Quote: "Ro-ro shipping services carry the bulk of the Islands essential supplies with many Island businesses operating 'Just in Time' delivery schedules" "These services bring most of the food, raw materials, equipment and consumables used throughout the Island as well as carrying approximately 600,000 passengers annually" "The Cumulative impact of the various developments needs to be considered and direct routes as well as weather routing options will remain vital to shipping and the service provided to the Isle of Man's economy and its resident and visiting population" Morgan and Mona proposed developments on direct routes contravene the Isle of Man	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Government MMEA policy: “It is essential for the Isle of Man that direct routes between the Isle of Man, England, Northern Ireland, and Ireland be preserved”	workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	
Morg_0059_021_020623	S47	Email	HM Government ‘UK Marine Policy Statement (MPS),’ Section 3.4 UK Government MPS Section 3.4 identifies that negative impacts on shipping should be avoided. Quote: “Ports and shipping play an important role in the activities taking place within the marine environment. They are an essential part of the UK economy” (3.4.1) “Some 95% of international trade by volume passes through ports…….our ports, particularly in Scotland, provide infrastructure and facilities to support lifeline ferry services to island communities. Their role is crucial not only in supporting the projected future growth of freight traffic, but also supporting more fragile and remote communities” (3.4.2) “Shipping is an essential and valuable economic activity for the UK” (3.4.5) Morgan and Mona positioning on our direct lifeline routes contravenes: “Marine plan authorities and decision makers should take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation, and navigational safety” (3.4.7)	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) and the Human Health assessment (Volume 2, Chapter 14 (Document Reference F2.14)) of the Environmental Statement which consider the potential impact on lifeline services to and from the Isle of Man from a socio-economic and human health perspective.	Yes
Morg_0059_022_020623	S47	Email	National Policy Statement for Renewable Energy (EN-3) The positioning of Morgan and Mona on our direct lifeline ferry routes will lead to reduced turnaround times which contravenes the principle highlighted in para 2.6.162. Quote: “The IPC should be satisfied that the site selection has been made with a view to avoiding or minimising disruption or economic loss to the shipping or navigation industries with particular regard to approaches to ports and to strategic routes essential to regional, national and international trade, lifeline ferries” As WoDS and Morgan proposed area will reduce turnaround load times by as much as c.16%-20% we consider this is a direct contravention of the principle (2.6.163): “The IPC should expect the applicant to minimise negative impacts to as low as reasonably practical (ALARP)” The c.20% reduction in turnaround loading time may also pose an increased risk to safety and human error and we note 2.6.165 “The IPC should not consent applications which pose unacceptable risks to navigational safety after all possible mitigation measures have been considered”	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The guidance in the updated NPS (2023) has been followed. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	
Morg_0059_024_020623	S47	Email	Section 3: Safety The company is concerned that the cumulative impact of all the various Irish Sea windfarms will compromise safety, reduce freedom of navigation and reduce weather routing options, leading to safety issues and increased sailing cancellations. As a minimum the gap between Walney and proposed Morgan development needs to be increased to a minimum of 5 – 6 miles at any point: We note HR Wallingford Report (20 December 2022) re simulations. Quote “With traffic situations at the narrowest gap between Morgan and Mona, situations occurred with marginal passing distances…in some cases this action resulted in the vessel responding more to the waves leading to marginal or failed ship motion criteria”	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_025_020623	S47	Email	“In annually occurring conditions, the corridor between the existing Walney OWF and the proposed Morgan OWF was not viable” …. “Not sufficient space to pass with clearances that were acceptable to the masters.. if any alteration to course was required” ….. There is also not enough space to deal with an emergency scenario if it requires the master to head into the wind and waves for any significant period of time	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application.	Yes
Morg_0059_026_020623	S47	Email	“Widening the proposed minimum 3.7 nm gap between proposed Morgan and Mona OWFs to about 5 nautical miles , would alleviate the traffic issues” While 5 miles between OWFs and all other fixed obstructions would be a minimum, IOMSPC considers that 6 miles would be more prudent - particularly as any adverse weather/poor visibility/limited sea room scenario leading to a collision would lead to a vessel being potentially out of action for 6 months or more, with no real prospects of obtaining charter tonnage that can fit within the limited confines of Heysham and Douglas harbours. In practice 5nm could also lead to increased cancellations in adverse weather as masters would seek to avoid risk, but this would then compromise IOM lifeline supplies and passengers.	The NRA and Shipping and Navigation Chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. These impacts were identified both alone and cumulatively with other offshore wind projects within the Irish Sea. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the Morgan array area boundary which has increased the searoom around the Project to reduce the risk and impacts on navigational safety. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on navigational safety. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. This information has informed the Socio-economics assessment (Volume 2, Chapter 13 (Document Reference F2.13) of the Environmental Statement which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0065_008_020623	S42	Email	The TSC believes these well-established sea links including the safe passage of all vessels navigating these routes should be given appropriate weight as part of this assessment, and subsequent examination. Any deviations to these lifeline routes will be unacceptable for an Island nation entirely dependent on its well established sea links and lifeline ferry services. The TSC would therefore oppose any deviations to these lifeline routes at every opportunity throughout this process.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0076_011_020623	S47	Email	Lifeline service Stena Line is the only ferry operator to operate a direct passenger and RoRo freight route between Liverpool and Belfast. In doing so, Stena Line ensures essential passenger and freight traffic can serve as a link between the respective locations and is able to contribute to the local community and bolster employment in the region. Were Stena Line's operations to be curtailed on this route, there would be no ferry route alternatives, in turn affecting both freight and passenger traffic. This would significantly impact the infrastructure, trading and employment at each location.	The Applicant notes your response and thanks the consultee. Potential impacts in relation to shipping and navigation are considered within Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7).	No
Morg_0076_038_020623	S47	Email	The footprint of the Morgan Array Area and the consequential deviation that Stena Line's vessels will need to undertake causes serious concerns primarily for the safety of crew and passengers. Not only is the increased risk of collision or allision highly concerning (and discussed further below), but increased transit times may affect the crew's hours of rest and could risk contravening the Maritime Labour Convention's minimum hours of rest. The NRA (at section 8.4.1.1) acknowledges that "increased transit duration could make compliance with the convention impossible without compromising schedules or hiring additional crew." This in turn would have a further financial impact on Stena Line's operations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	
Morg_0076_039_020623	S47	Email	Another concern that Stena Line have is the potential environmental impact caused by increased emissions from the additional transit distance and resulting fuel consumption. This may also adversely affect Stena Line's ability to comply with regional and international maritime emissions regulations, including the IMO's CII regulations.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application.	Yes
Morg_0086_004_020623	S47	Email	Professionals in all fields will be further put off from moving to the Island, thus adding further to the difficulty in attracting vital health professionals.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Potential impacts in relation to human health are considered in Volume 2, Chapter 14: Human health of the environmental statement.	No
Morg_0093_001_260423	S47	White mail	Dear Sirs Re: - Morgan Offshore Wind Project This development is a definite NO. It completely affects all I.O.M. residents & visitors to an impossible situation. Being an island we depend on our shipping lines for communication,	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			travel etc. on a daily basis. There are plenty of alternative reserves available without this disruption to our lives. DO NOT DO IT HERE	cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0094_001_070523	S47	White mail	To whom it may concern Further to my filling in the original questionnaire, at Town Hall Douglas, some while ago, I was pleased to have the opportunity to view, read + digest your updates on show at our HB library on April 19th this year. The information is complex, in some places clear, in others very superficial and indeterminate with no real time scale or measures of adaption, other than discuss with interested parties. My interest is you offer no real assertions on the satisfactory arrangements for shipping - our Island Lifeline or helpful in sorting our protection + maintenance of our wild life corridors which is an integral part of our Biosphere definition. I hope that you will keep talking + presenting concrete proposals and timelines in the very near future + not pay lip service + contrived waffle which will certainly alienate the local populace.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes
Morg_0115_009_260423	S47	Online form Q1.1	What noise will these windfarms create and how far will this noise travel carried by incoming winds to the shore? I am concerned that there will be a constant if low level noise created for those living on shore which again will interrupt with the human enjoyment of their residencies and outside areas.	The potential impacts of the Morgan Generation Assets on human health are considered in Volume 2, Chapter 14: Human health of the Environmental Statement. The results of the airborne sound modelling, presented in Volume 4, Annex 14.1: Airborne construction sound of the Environmental Statement, show that the impacts of construction sound become negligible at a distance greater than 13.7 km when a hammer energy of 4,400 kJ is required for the offshore piling works, and beyond 11.2 km when a hammer of energy of 3,000 kJ is required. The nearest receptors are situated along the coast of the Isle of Man approximately 22 km from the Morgan Array Area. As such, there is no pathway for potential	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				impact to onshore receptors due to airborne construction noise from offshore piling activities.	
Morg_0119_001_290423	S47	Online form Q1	I am Not happy with reference a wind turbine metres from my house on rotten row. I pay extortionate taxes and do not wish to live near this, it is way to big and these can cause much noise, turbulence, not to mention headaches and sleeplessness. The size of the windmill is totally unacceptable, surely you could put this on the sand dunes completely out of the way to any houses. The Waubra foundation recommends at least 3 kilometres away, I am very opposed	The Morgan Generation Assets is a proposed offshore windfarm located in the east Irish sea. The Morgan Array Area (i.e. the area within which the offshore wind turbines will be located) is 280 km2 in area and is located 22.22 km (12 nm) from the Isle of Man coastline, 37.13 km (20.1 nm) from the northwest coast of England and 58.5 km (31.6 nm) from the Welsh coastline (Anglesey) (when measured from Mean High Water Springs (MHWS)). The results of the airborne sound modelling, presented in Volume 4, Annex 14.1: Airborne construction sound of the Environmental Statement, show that the impacts of construction sound become negligible at a distance greater than 13.7 km when a hammer energy of 4,400 kJ is required for the offshore piling works, and beyond 11.2 km when a hammer of energy of 3,000 kJ is required. The nearest receptors are situated along the coast of the Isle of Man approximately 22 km from the Morgan Array Area. As such, there is no pathway for potential impact to onshore receptors due to airborne construction noise from offshore piling activities. The visual impacts of the Morgan Generation Assets are presented in Volume 2, Chapter 10: Seascape, landscape and visual resources of the Environmental Statement. This includes an assessment of the potential visual impacts of the Morgan Generation Assets on receptors on the Isle of Man.	No
Morg_0137_003_120523	S47	Online form Q3	From what I can see on the map, the proposed siting, and the onwards distribution of the power generated, the Isle of Man will not benefit in any way shape or form from the proposed wind farm. We have all the downsides of the detrimental impact on the shipping and potentially also flight routes, the detrimental impact on the local fishing fleet, the resulting increase in price on all imported items as there will be an increase in the cost of importing into the Island, the health and financial cost of the increased use of fossil fuels resulting from increased length of journeys in order to avoid the wind farm. T	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The health effects of the Morgan Generation Assets contribution to climate change have been assessed as part of the Environmental Statement (Volume 2, Chapter 14: Human health) and no adverse significant effects	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				are anticipated. Potential impacts on aircraft operations are addressed in Volume 2, Chapter 11: Aviation and radar of the Environmental Statement.	
Morg_0137_024_120523	S47	Online form Q1.12	While I fully support electricity generation by renewable forms, this cannot be at the expense of the health, welfare and wellbeing of an entire nation and ecosystem. The detrimental impact on the local ecology, especially seagrass, and on the lives and livelihoods of the local people, outweigh any potential benefits.	Impacts to benthic ecology receptors have been fully assessed for all phases of the project, based on a maximum design scenario approach and no significant effects are predicted. Designated sites within the Isle of Man territorial waters, and their associated habitats and species, have been considered and documented in the assessment process. However, all Isle of Man sites lie beyond the zone of influence of the project (as determined by the project-specific physical processes modelling) and so have been screened out of further assessment as there will be no impacts. There will be no loss of seagrass as a result of the Morgan Generation Assets. Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0180_003_010623	S47	Online form Q3	It will destroy the lives of Manx residents, so I don't understand why this question is here.	The Applicant notes your response. Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0180_007_010623	S47	Online form Q1.1	No need for this project, as it harms the lives of Manx residents.	The Applicant notes your response. Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement).	No
Morg_0188_001_030623	S47	Online form Q1	I have two objections: 1, Since the building of the Walney Wind farm there has been a huge increase in the amount of rubber gloves being washed ashore on the beach at Drigg and Seascale.	The Applicant notes your response.	No
Morg_0201_002_040623	S47	Online form Q3	My concerns are about the impact on the Isle of Man's economy and the impact on local people and visitors	Impacts to population health have been fully assessed for all phases of the project and no significant adverse population health effects are anticipated (Volume 2, Chapter 14: Human health of the Environmental Statement). Impacts related to Socio-economics have been fully assessed for all phases of the project and no significant adverse effects are anticipated (Volume 2, Chapter 13: Socio-economics of the Environmental Statement). The Socio-economic assessment has been based on the assessment of potential impacts to lifeline ferry services within the Shipping and navigation assessment (Volume2, Chapter 7: Shipping and navigation of the Environmental Statement).	No
Morg_0209_013_070623	S47	Hardcopy form Q1.14	What are the firm commitments made regarding Human health (1.7.1`4) Generation Assets.	Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No
Morg_0213_001_250823	S47	Email	My main concern is for possible disruption to Isle of Man ferry services in bad weather situations. Also your estimates for GHG emitted during construction and GHG savings from the generation of "clean" electricity during the lifetime of the wind farm do not appear to offer much savings per annum if the expected life is until 2060.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The potential impacts associated with climate change are presented in Volume 2, Chapter 12: Climate change of the Environmental Statement. Calculations in relation to greenhouse gas emissions are presented in Volume 4, Annex 12.1 Technical greenhouse gas assessment of the Environmental Statement.	
Morg_0214_001_260823	S47	Email	Due to a problem with my technology I have been unable to read the copies of my completed form. I do however believe that health matters should be regularly monitored as the programme moves on and reassurances should be supplied to the people if the Isle of Man.	Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No
Morg_0215_001_260823	S47	Email	I think a wind farm in this area would be detrimental to my health.	Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No
Morg_0216_001_270823	S47	Email	My major concern relates to the ferry services which are so fundamental to daily living on the Isle of Man. The Irish Sea is often rough with gale force winds frequently & I consider the installation of a large number of offshore wind turbines to be a serious risk to our ferry crossings, particularly in winter, restricting the alternative routes available to vessels in bad weather.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0217_001_010923	S47	Email	Please find below my response to question1, part 1.14 of the Morgan Offshore Wind Project Generation Assets. I am disappointed ENBW/BP, when recognising ferry services will be impacted by this development, has only considered the resulting effects in planning terms and dismissed them as “not significant”. No consideration appears to have been given to the needs or voice of stakeholders or stakeholder communities. If it had, planning terms would not be the only measure used to understand and describe this development's impact as “not significant”. While I agree with the development, growth and expansion of renewable forms of energy, consideration needs to be given to the wider impact of such schemes on stakeholders and stakeholder communities and I don’t think that balance of consideration has been given to this proposal. The Morgan Offshore Windfarm is going to have a detrimental impact on the vital ferry lanes to and from the Isle of Man: 1 - To the safety of navigation for ships when sailing through the wind farm corridors. 2 - Because of the lack of open sea room for navigating in rough weather is likely to increase risk of cancellations on the island’s lifeline routes. This will affect passengers, hauliers and the wider population of the Isle of Man through delays and disruptions to shipments of essential goods. 3 - And to the consequences of extra sailing distance imposed on lifeline routes, requiring more fuel, leading to increased fuel costs and greater CO2 emissions. Consideration must be given to accommodating existing ferry routes, used in variable weather conditions, that can safely be navigated through this and the other windfarms (existing and proposed) in this area. With little to no stakeholder community consideration in the process, this appears to be a profit over people proposal being disguised under a green/renewable agenda. That is both disappointing and far from meeting BP’s core values to ‘Do The Right Thing’ and ‘Put Yourself in Other People's Shoes’	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. The EIA process has been used as a means of informing the design through an ongoing iterative design process. This iterative approach involves a feedback loop, whereby potential impacts are initially assessed, and, if this is deemed to result in a significant adverse effect, changes to the project design are made (where reasonably practicable), to avoid, reduce or offset the magnitude of that impact. This approach is described within Volume 1, Chapter 5: EIA methodology of the Environmental Statement. Through carrying out the draft EIA which formed the PEIR, the magnitude and significance of potential impacts to shipping and navigation receptors were identified and understood (alongside potential impacts to a number of other physical, biological and human environment receptors), and this led to changes to the project design to reduce the impact significance for the Application. The EIA process leading to the preparation of the PEIR took place over a period of nearly one year, with the project design refinements being confirmed towards the latter stages of PEIR production once the potential impacts were understood. In parallel to the EIA process, stakeholder consultation through the Marine Navigation Engagement Forum (MNEF) has enabled early discussion and assessment of the revised boundaries, including through a further hazard workshop, which has informed the ES supporting the Application. Broader consultation with stakeholder communities was undertaken through the consultation on the PEIR which was held between 19 April and 4 June and which has further informed the project design and assessment process.	Yes
Morg_0218_001_020923	S47	Email	What a pity you are unable to obtain the original comments for the scheme. My concern is that the sighting of the wind farm might cause delays in travelling by the steam packet. I don't know the exact routing but know that the routes are changed if weather	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			deteriorates - would the boats be affected by the installation of the proposed wind farm. Anything that disrupts the sailings would not be acceptable.	cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0219_001_020923	S47	Email	I live on the Isle of Man. The Morecombe and Morgan wind farm would be detrimental to my health because off shore wind farms are not the future of sustainable electric production.	Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No
Morg_0221_001_120923	S47	Email	Thank you for your letter of 25th August stating that you had lost feedback for Question 1, part 1.14 and offering me the opportunity to provide a response. Firstly it is very regrettable during a statutory consultation to simply 'lose' responses. This undermines the integrity of the consultation exercise and casts doubt on the competence of the exercise to provide feedback valuable to the process. It means that the ongoing consultation due to restart shortly is devoid of the ability to respond to feedback. The opportunity to provide feedback whilst welcome outside the context of the consultation as a whole I would be surprised if there is any meaningful take up. My comments would include potential damage to human health during the construction process, concerns about the magnetic fields caused by the lines and substations, and the damage to mental health caused by the intrusion of a massive substation to local residents.	Thank you for taking the time to respond to the consultation. Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement.	No
Morg_0223_001_220923	S47	Email	With response to your letter dated 25 August 2023, and specifically in relation to the missing response to Q1.14 detailed therein. I am disappointed that I am having to submit a response to this question again due to a technical error on your part. I had no way in which to save copies of my responses, ad [sic.] the link provided earlier no longer works. Briefly, I believe that the proposed site for the wind farm will detrimentally impact the heath [sic.] and wellbeing of residents of the Isle of Man and users of the territorial and surrounding seas. Long established sea routes will have to have to change, and become longer, meaning boat journeys will become longer and use more fuel. Patient transfer to UK hospitals can and do take place by sea as well as by air, and such delays would cause more distress and discomfort for patients using the service. The extra fuel used would also have a detrimental impact on the environment. Somewhat ironic that a proposed “green” solution to power generation would cause further harm to the environment it was supposed to protect. Furthermore, the Island is a well regarded and much used emergency medical centre for maritime emergencies, especially with regard to the hyperbaric chamber, which is a literal life-saver. Both Lifeboats and Air Sea Rescue helicopters bring casualties to the Island for	Thank you for taking the time to respond to the consultation. Potential impacts on human health are considered within Volume 2, Chapter 14: Human health of the Environmental Statement. The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries.	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			treatment, and this could also be detrimentally impacted by the proposed wind farm. Much of the food, fuel and medicines supply are brought to the Island by sea, so this lifeline must be maintained. I am sure my original response contained many more points, but I am not feeling confident that any of the responses will be taken into consideration. I am in favour of more environmentally conscious power generation methods, and would welcome a wind farm, but not at the expense of the health, welfare and wellbeing of the Island. It would seem that we are being asked to make sacrifices to our way of life and standard of living, but will not be benefitting from the power generated.	The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective.	
Morg_0224_001_110923	S47	Hardcopy	This development will interfere with the vital sea link to the Isle of Man, and present on going risks to the islands ferry service especially from late autumn to spring sailings. There are no circumstances where this project will benefit the Isle of Man, its residents, or its economy. This development offers no benefits of any form to the Isle of Man. Their is no electric or electrical generational benefit. I object to this proposed development.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. An Outline Skills and Employment Plan (Document Reference J8) has been submitted with the Morgan Generation Assets Application.	Yes
Morg_0227_001_100923	S47	Letter	Thank you for your letter on 25 August. My main concerns regarding Human health are as follows:- 1. Possible disruption and increased cancellation of sailing of Steam Packet and other shipping to the Isle of Man during bad weather as the proposed wind farms appear to block the existing bad weather routes. 2. Possible adverse affects on commercial fishing in the area of the proposed wind farms. I do not think the proposed wind farms will affect human health due to the wind turbines being visible from the Island as most residents are used to seeing existing wind farms in the distance. Hopefully there will be some local benefit to the Island in terms of employment opportunities, either on or off shore.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4,	Yes

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	
Morg_0228_001_270423	S47	FREEPOST	The placing of Morgan, Morcambe and Mona wind farms will affect the IOMSPC routes in bad weather by not having enough 'sea room' to navigate through them. Will the IOMSPC or IOM Government be compensated for this, as well as the loss of fishing grounds. Also what effect will they have on sea birds in the area.	The NRA and Shipping and Navigation Chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1) and chapter (Volume 2, Chapter 7) submitted as part of the Application. This information has informed the Socio-economics assessment within the technical impact report (Volume 4, Annex 13.1) which considers the potential impact on lifeline services to and from the Isle of Man from a socio-economic perspective. Impacts to sea birds are assessed in Volume 2, Chapter 5 Offshore Ornithology of the ES.	Yes

D.24.21 Draft Habitats Regulations Assessment table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0050_004_300523	S42	Email	Potential for cable corridor mitigation and enhancement for benthic habitats. TWT has dedicated extensive resource to the exploration of benthic compensation. This effort has led to the conclusion that benthic compensation and Measures of Equivalent Environmental Benefit (MEEB) are incredibly difficult to deliver in the marine environment, causing unnecessary costs and delays for OWF projects. It is therefore recommended that cables and array areas avoid benthic MPAs. There is an indication though that the design, construction, and management of cable corridors can serve to mitigate the need for benthic compensation, and potentially even serve as compensation themselves by enhancing and improving the condition of these habitats. For example, by excluding activities that could damage surface laid cables, such as demersal fishing and anchoring, impacts on benthic habitats within cable corridors could be drastically reduced or even removed entirely, enabling them to recover to more favourable condition. Further, excluding activities that could damage surface laid cables would preclude the need for cable protection, eliminating the need for benthic compensation and saving on costs for developers and ultimately the consumer – which should be an even higher priority considering the current energy cost crisis.	The Morgan Generation Assets does not spatially overlap with any MPAs and indirect impacts from the project were screened out in the Marine Conservation Zone Screening Assessment (Document Reference E2). The Morgan Generation Assets will therefore not affect, other than insignificantly, the protected feature of any MCZ and an MCZ assessment is not required. On this basis, benthic compensation or MEEB are not necessary for this project.	No
Morg_0050_005_300523	S42	Email	Cumulative impacts: Fishing. There is no mention in the HRA Screening Report of fishing or fisheries as activities that have the potential for cumulative impacts on the marine environment and ecology in combination with the scheme. We consider that fishing should be included in both cumulative and in-combination assessments. Fishing is a licensable activity that has the potential to have an adverse impact on the marine environment. This is supported in the leading case C-127/02 Waddenzee [2004] ECR I-7405, the CJEU held at para. 6: 'The act that the activity has been carried on periodically for several years on the site concerned and that a licence has to be obtained for it every year, each new issuance of which requires an assessment both of the possibility of carrying on that activity and the site where it may be carried on, does not itself constitute an obstacle to considering it, at the time of each application, as a distinct plan or project within the meaning of the Habitats Directive.' This case law demonstrates that fishing is considered a plan or a project and therefore, not part of the baseline.	It is unrealistic to move fisheries from being assessed as baseline to activities with impacts to be included in the in-combination effects assessment of the HRA Stage 2 ISAA Report (Document Reference E1.2). Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). No meaningful assessment could be carried out to incorporate it. This is an approach which has been taken across the Environmental Statement. It is not feasible to consider each fishing vessel as a separate project within the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment which encompasses a relatively high degree of commercial fishing activity. See Volume 2, Chapter 6: Commercial fisheries of the Environmental Statement.	No
Morg_0050_006_300523	S42	Email	Current Defra policy2 is to ensure that all existing and potential fishing operations are managed in line with Article 6 of the Habitats Directive. The current, risk-based, 'revised approach' to fisheries management in UK national site network is a compromise agreed by all to prevent the closure of fisheries during assessment. This approach further supports the view that fishing is considered a plan or a project and therefore, must be included in the in-combination assessment in line with Article 6(3) of the Habitats Directive. A precedent was set for the inclusion of fishing in in-combination assessments when TWT began Judicial Review proceedings against the Department for Energy and Climate Change (DECC) in August 2015 against the approval of Dogger Bank Teesside A & B Offshore Wind Farm Order due to the exclusion of fishing from the in-combination assessment as part of the HRA. TWT withdrew the claim due to assurances given by the government regarding the management of fishing within Dogger Bank SAC. One of those assurances was that steps would be taken to ensure that this scenario would not happen again and that Defra and DECC, now known as BEIS, would work together to ensure fishing would be included in future offshore wind farm impact assessments. Our comments regarding the inclusion of fishing in cumulative and in-combination	Fishing is considered to be part of the baseline (i.e. ongoing at the time the benthic surveys were undertaken). It is unrealistic to move fisheries from being assessed as baseline to activities with impacts to be included in the in-combination effects assessment of the HRA Stage 2 ISAA Report (Document Reference E1.2). Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (Document Reference F2.6) presents the assessment of potential impacts of the Morgan Generation Assets on commercial fisheries alone and cumulatively with other projects. This assessment is also informed by Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2). It is not feasible to consider each fishing vessel as a separate project within the CEA. It is well understood that the area has been subject to extensive fishing activity long-term, therefore it would be remiss to not consider this part of the baseline scenario. The assessment must be undertaken proportionately, taking into consideration the regional characteristics prior to any project construction, based upon the current baseline environment	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			assessments are not specific to just marine mammals SACs. This principle should be applied to cumulative impact assessments for all Marine Protected Areas (MPAs).	which encompasses a relatively high degree of commercial fishing activity. Therefore, no meaningful assessment could be carried out to incorporate it into the assessment. This is a standard approach for EIA which has been taken across the Environmental Statement.	
Morg_0050_007_300523	S42	Email	Designated sites. Energy cables and infrastructure, placed in the wrong location, can cause habitat damage and loss. Several Marine Protected Areas (MPAs) are in unfavourable condition due to the impact of cabling infrastructure.3 We are pleased to see that the Morgan OWF will not pass through any designations. However, please note that there is significant potential for this scheme to have adverse impacts outside of designated areas. We expect the EIA for the scheme to assess these and other potential impacts on marine ecology outside MPAs and propose suitable mitigation and compensation to achieve an overall benefit to these habitats and wider marine ecology from the scheme. Further, we expect designated sites that are close to the site to be fully considered, particularly those that fall within the ZOI	The various impacts of cables and offshore infrastructure associated with Morgan Generation Assets on the marine ecology (i.e. marine mammals, fish and shellfish and benthic communities) are assessed in the respective EIA chapters. This includes impacts on identified receptors including designated sites within the study area. Designated sites identified with a potential for likely significant effects have been assessed in the HRA Stage 2 ISAA Reports (Document Reference E1.2; E1.3). Where there is potential for significant effects on MCZs and their features, these are considered in a separate MCZ screening report (Document Reference E2). This includes sites in proximity of the Morgan Array Area, within the ZOI and further within the Irish Sea.	No
Morg_0050_008_300523	S42	Email	Table 1 Designated sites to be considered Site: West of Walney MCZ Designated feature: Subtidal sand, Subtidal mud, Sea pen and burrowing megafauna communities Distance (km): 7.32 Site: West of Copeland MCZ Designated feature: Subtidal coarse sediment, Subtidal sand, Subtidal mixed sediment Distance (km): 7.57 Site: North Anglesey Marine/Gogledd Môn Forol SAC Designated feature: Harbour porpoise Distance (km): 28.22 Site: North Channel SAC Designated feature: Harbour porpoise Distance (km): 63.78 Site: Pen Llŷn a`r Sarnau/Lleyn Peninsula and the Sarnau SAC Designated feature: Bottlenose dolphin, Grey seal Distance (km): 119.83 Site: The Irish Sea Front SPA Distance (km): 56.7 Site: Liverpool Bay/Bae Lerpwl SPA Distance (km): 10 Site: Morecambe Bay and Duddon Estuary SPA Distance (km): 30.09 Site: Dee Estuary/Aber Dyfrdwy SAC Distance (km): 70	The designated sites (SACs, SPAs and Ramsars) have been screened in, in the HRA Stage 1 Screening Report (Document Reference E1.4) and assessed in the HRA Stage 2 ISAA Reports (Document Reference E1.2; E1.3). Where there is potential for significant effects on MCZs and their features, these are considered in a separate MCZ screening report (Document Reference E2).	No
Morg_0057_003_020623	S42	Email	Additionally, we are surprised that the Bowland Fells SPA, Large gull super colony was not mentioned within your documents as a recent paper published by the RSPB and Natural England as part of the Life on The Edge (LOTE) project stated that the ‘Bowland Fells may be the largest lesser black-backed gull colony in the world’1, as previously mentioned, and	Bowland Fells SPA has been screened in within the HRA Stage 1 Screening Report and has been assessed in the HRA Stage 2 ISAA in relation to potential impacts on lesser black-backed gull (Document Reference E.1.2).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			despite its apparent size, the colony is still considered in recovery from the impact of decades of licenced culling.		
Morg_0066_005_020623	S42	Email	Best Practice Advice for Offshore Wind Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: • Baseline characterisation surveys • Pre-application engagement and the evidence plan process • Data and evidence expectations at examination • Post-consent monitoring and other environmental requirements.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_006_020623	S42	Email	The above link also provides access the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_007_020623	S42	Email	It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: NEOffshoreWindStrategicSolutions@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the onshore transmission assets for offshore windfarms please follow the links to our standard advice.	The Applicant notes your response. Natural England and JNCC's joint best practice advice has been followed for baseline characterisation and impact assessment methodology, while drafting the Morgan Generation Assets application. See Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2).	No
Morg_0066_008_020623	S42	Email	Matrix to Determine Effect Significance We acknowledge that a matrix approach to determining the significance of effects on ecological features, is commonly used. However, this method often relies on value- rather than evidence-based judgements. The subjective evaluation of magnitude of impact and sensitivity/importance of receptors through expert judgement has led to many impact magnitudes and receptor importance/sensitivities being downgraded across topics in the PEIR. We also note that any effect that is concluded to be of moderate or major significance in the PEIR, is deemed to be 'significant' in EIA terms, whereas effects concluded to be of negligible or minor significance, are deemed 'not significant' in EIA terms. This cut-off could exclude any effect concluded to be less than moderate, in turn, this could lead to errors in assessing cumulative effects adequately.	For each of the impacts assessed in the Environmental Statement, a magnitude has been assigned and sensitivity has been assigned for each receptor potentially effected by that impact. The definition of magnitude is based on spatial extent of the impact, duration of the impact, frequency and reversibility of the impact. Example definitions of the magnitude levels have been taken from the Design Manual for Roads and Bridges Highways England 2020) and are presented in Volume 1, Chapter 5: EIA methodology of the Environmental Statement (Document Reference F1.5). The definition of sensitivity is based on vulnerability, recoverability and value of the receptor. The conclusions for each receptor is evidence based using the latest available information. Example definitions of the sensitivity levels are presented in Volume 1, Chapter 5: EIA Methodology of the Environmental Statement (Document Reference F1.5). Where definitions of magnitude or sensitivity are different for specific chapters, these are fully defined within that chapter. The conclusions of magnitude and sensitivity have been full justified for each receptor and impact in the Environmental Statement. In cases where a range is suggested for the significance of effect, there remains the possibility that this may span the significance threshold (i.e. the range is given as minor to moderate). In such cases the final significance is based upon the topic expert's professional judgement as to which outcome	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				delineates the most likely effect, with an explanation as to why this is the case.	
Morg_0066_009_020623	S42	Email	Natural England's Structure/Framework for Attributing Risk The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix I of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application.	The Applicant notes your response.	No
Morg_0066_011_020623	S42	Email	Natural England highlights that for several receptors, the PEIR is based on incomplete data (offshore ornithology, marine mammals) or refers to additional data collection that is not presented or still to be carried out (physical processes, benthic ecology). Natural England cannot therefore make any conclusive judgements based on this PEIR, including the cumulative/in-combination assessments and the HRA. Accordingly, our advice focuses on the methodology used. We emphasise the need to base the submitted ES on robust datasets that meet (and where appropriate exceed) minimum standards, for example marine mammal and offshore ornithology impact assessments should be based on at least 24 months of surveys.	The Environmental Statement has been based on robust datasets that meet/exceed minimum standards. For marine mammals and offshore ornithology assessments, two years of aerial survey data is presented and analysed in Volume 2, Chapter 4: Marine mammals chapter of the Environmental Statement (Document Reference F2.4) and Volume 2, Chapter 5: Offshore ornithology chapter of the Environmental Statement (Document Reference F2.5). The benthic and physical processes assessments have been informed by 2021 and 2022 subtidal benthic surveys (Volume 2, Chapter 1: Physical processes chapter of the Environmental Statement (Document Reference F2.1); Volume 2, Chapter 2: Benthic subtidal ecology chapter (Document Reference F2.2). The additional data mentioned has been included in the final HRA Stage 2 ISAA.	No
Morg_0066_012_020623	S42	Email	We also highlight the risks associated with further data processing to validate the conclusions and having sufficient time to consult pre-application and sufficiently resolve matters prior to submission. We reserve the right to change our comments and position during the ES consultation, subject to the outcome of further data analysis. Furthermore, Natural England seeks confirmation that the timetable set out for DCO submission allows for evidence standards to be met.	Noted. The Applicant confirms that the timetable set out for DCO submission allows for evidence standards to be met.	No
Morg_0066_061_020623	S42	Email	HRA Screening Report Natural England broadly agrees that the relevant sites have been screened in, correct features and pathways identified. Physical processes seem to have been identified as a pathway for impact for SACs designated with fish species.	Physical processes have not been identified as a pathway for impact for SACs designated with fish species. Increases in SSC and associated sediment deposition was identified as a potential impact on Annex II diadromous fish but was screened out in the HRA Stage 1 Screening Report and has not been considered in the HRA Stage 2 ISAA.	No
Morg_0066_062_020623	S42	Email	HRA Screening Report We note that physical processes modelling will be refined for the ES. Broadly in agreement on LSE conclusions subject to the outcome of further modelling.	The physical processes modelling undertaken for Morgen Generation Assets was conducted during PIER. However, those modelling results were not available at the time of writing the HRA Stage 1 Screening Report which was submitted with PIER and a precautionary buffer of 15 km was applied. Therefore, the revised HRA Stage 1 Screening Report (Document Reference E1.4) has been updated using the results of the PIER modelling to refine the ZoI for the impact of increases in SSC and sediment deposition on Annex II diadromous fish. This has not changed the results of the sites screened in.	No
Morg_0066_063_020623	S42	Email	HRA Screening Report Broadly in agreement of the HRA methodology, appropriate SNCB guidance has been followed.	The Applicant notes your response	No
Morg_0066_064_020623	S42	Email	HRA Screening Report We note that Westminster Gravels will be renewing their aggregate extraction licence in Area	There is no potential impact pathways which overlap between Westminster Gravels Area 457 in Liverpool Bay and the Morgan Generation Assets. Therefore, this project has been scoped out of the in-combination effects	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			457 in Liverpool Bay (please see: EIA/2023/00003). Currently this proposal is in early EIA scoping stages, the ES is expected to be submitted in Q2 2024. Consideration may need to be given to this proposal in the CEA. We note that the Mersey Tidal Power Project has been scoped out in the screening matrix of the PEIR. However, this may need to be given further consideration as the project progresses. Consideration may need to be given to this proposal in the CEA.	assessment for the Morgan Generation Assets. Currently Mersey Tidal Power Project remains scoped out of the in-combination effects assessment due to low data availability.	
Morg_0066_098_020623	S42	Email	Natural England cannot agree with the outcomes of the HRA (stage 2) and cumulative assessment considering that they have been informed by Volume 2, Chapter 9: Marine Mammals, for which we have a considerable number of comments (see below). The HRA (stage 2) and cumulative assessments need to be revised upon consideration of our comments on the Volume 2, Chapter 9: Marine Mammals.]	All feedback received via S42 has been considered for the application and discussed. The HRA and cumulative assessment have been informed by the updated Volume 2, Chapter 4: Marine mammals of the Environmental Statement, and conclusions revised where relevant.	No
Morg_0066_149_020623	S42	Email	HRA - Document Used: LSE Screening Final, HRA Stage 2 Information to Support an Appropriate Assessment Table 1.5 Natural England agree with the marine mammal sites screen in for determination of LSE N/A	The Applicant notes your response..	No
Morg_0066_150_020623	S42	Email	1.4.4.3-29 Natural England is content with the potential impact pathways identified for marine mammal sites. N/A	The Applicant notes your response..	No
Morg_0066_151_020623	S42	Email	Table 1.18-1.34 Natural England agree with the LSE conclusions presented in the LSE matrices. N/A	The Applicant notes your response	No
Morg_0066_152_020623	S42	Email	Natural England cannot yet agree on the outcome of the HRA (stage 2) considering that it has been informed by Volume 2, Chapter 9: Marine Mammals for which we have a considerable number of comments (as set out above). The HRA needs to be revised upon consideration of our comments on the Volume 2, Chapter 9: Marine Mammals.	The alone assessment and in-combination effects assessments have been updated in the HRA Stage 2 ISAA (Document Reference E1.2) in line with revisions to Volume 2, Chapter 4: Marine Mammals chapter of the Environmental Statement.	No
Morg_0066_153_020623	S42	Email	1.8.1.3 Natural England note that the potential for an adverse effect is considered for all Annex II marine mammal SACs located within English waters including cross-border SACs located both in English and Welsh waters. N/A	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_154_020623	S42	Email	Table 1.98 Table 1.98 states that the maximum number of construction vessels on site at any time could be 80, while in the Volume 2, Chapter 9: Marine Mammals it is stated that number is 63. Clarify which number of vessels is correct.	MDS tables in the HRA Stage 2 ISAA Report (Document Reference E1.2) have been checked against, and aligned with Volume 2, Chapter 4: Marine Mammals of the ES.	No
Morg_0066_155_020623	S42	Email	1.8.3.227- 278/280 The existing level of the vessel traffic has not been presented therefore it is hard to establish whether 80 additional vessels would constitute a 'slight increase' or not. Considering that no quantitative assessment has been conducted, it cannot be concluded that there will not be high level of disturbance (especially given the large ranges of up to 21km for some vessels). Provide more context for the assessment to justify the conclusion and assess this impact pathway adequately, particularly given the predicted impact ranges of up to 21 km.	A summary of the existing level of vessel traffic has been included in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement and the impact of 'Injury and disturbance to marine mammals from vessel use and other (non-piling) sound-producing activities' has been assessed quantitatively for the increase compared to existing levels. The HRA Stage 2 ISAA (Document Reference E1.2) has been aligned with Volume 2, Chapter 4: Marine Mammals of the Environmental Statement.	No
Morg_0066_156_020623	S42	Email	1.5 Natural England recommends the Tier system as outlined in the Best Practice Guidance Phase III Refer to Natural England Best Practice Guidelines Phase III, Table 11.1	The recommended tier system is similar to the one used for the ISAA and EIA, which is in line with the tier system outlined in the Planning Inspectorates Advice Note Seventeen: cumulative effects assessment relevant to NSIPs, however each tier is split further. This would not lead to significant changes as some tiers recommended would not have projects considered (e.g. on-going construction).	No
Morg_0066_157_020623	S42	Email	The cumulative and in-combination assessments do not factor in impacts from a number of other projects due to a lack of data. Impacts specified as 'unknown' have been treated as zero which will inevitably underestimate impacts, potentially significantly. Natural England consider this approach to be unacceptable, and hence consider it inappropriate to comment on the potential significance of cumulative or in-combination assessments presented in the PEIR submission. Natural England propose working collaboratively with stakeholders through the EWG to generate suitable impact estimates for historic projects and facilitate a comprehensive, quantitative cumulative and in-combination assessment.	The approach to the CEA presented in Volume 2, Chapter 5: Offshore ornithology of the Environmental Statement has been discussed and agreed with the offshore ornithology EWG, which addressed the concerns and comments. The Applicant has followed the methodology for in-combination assessments applied for previous offshore wind farm projects, providing as much information for all projects of relevance to the in-combination assessments required.	No
Morg_0066_158_020623	S42	Email	Only 12 months of Digital Aerial Survey data are available to inform Baseline Characterisation. Natural England cannot therefore make any conclusive judgements based on this PEIR and accordingly, our advice focuses on the methodology. Natural England advises that 24 months of survey effort is the minimum expected evidence standard for ornithological impact assessment. We recognise that 24 months of DAS will be presented at submission.	The Applicant notes your response. The full 24 months of site specific digital aerial surveys have been included in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation of the Environmental Statement.	No
Morg_0066_159_020623	S42	Email	Low identification rates of auks and the implications for data analysis and interpretation. Natural England reiterate our recommendation to carry out some scenario testing to investigate the potential impact of low ID rates and determine if spatial modelling and apportioning is appropriate. We would welcome further discussion on this issue via future EWG meetings. Further, we request that a full monthly breakdown of records relating to razorbill and guillemot is presented to facilitate scrutiny of seasonal variation in ID rates.	Updated auk ID rates the Digital Aerial Surveys (DAS) have been used to generate population estimates for auk species. Additional analysis has been undertaken which has increased the auk ID rate. The population estimates are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement. Monthly breakdown of total raw abundance for identified and unidentified auk/shearwater species within the Morgan Offshore Ornithology Array Area study are presented in Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement.	No
Morg_0066_160_020623	S42	Email	The generation and use of model-based abundance estimates.	Detailed methods presenting corrections factors used for availability, apportionment of species and estimate of flying birds are presented in	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			The submitted ES should include presentation of more detailed methods, including corrections for the apportionment of unidentified birds and availability bias and the generation of 'birds in flight' densities for use in CRM.	Volume 4, Annex 5.1: Offshore ornithology baseline characterisation technical report of the Environmental Statement for each species.	
Morg_0066_161_020623	S42	Email	The approach to HRA methodology and provision of updates outwith the PEIR submission. Continue to work through the EWG to agree the approach, ensuring adequate time is given to consider outcomes in document production for project milestones.	The updated approach to HRA methodology has been approved through evidence plan process.	No
Morg_0066_190_020623	S42	Email	HRA - Document Used: Information to support appropriate assessment report; HRA Screening report, screening matrices and integrity matrices; Annexes 5.1, 5.2, 10.2, 10.3, 10.4 and 10.5; As discussed through the EWGs, Natural England do not agree with the approach to LSE screening set out in the submitted HRA Screening Report. During the consultation period for the PEIR an updated HRA methodology was submitted. Natural England do not consider it appropriate or useful to comment on the documents submitted for consultation at PEIR with the knowledge that the approach will be substantially overhauled. Furthermore, Natural England do not consider it appropriate to consider documents submitted following the PEIR review, and outside of the consultation, in our review of the PEIR. Natural England will review the updated HRA screening methodology and provide written comments separately. We will continue to engage collaboratively with the project and other stakeholders through the EWG to ensure a mutually agreeable approach.	The updated approach to the HRA Stage 1 Screening Report has been discussed and agreed through the evidence plan process.	No
Morg_0066_191_020623	S42	Email	Vol 4, Ann 10.5 It is noted that apportioning has been undertaken using NatureScot methods. Natural England retain some concerns regarding the current limitations of this approach. However, an updated method is being progressed through the ORJIP AppSaS project that we hope will address these concerns. Monitor the progress of the AppSaS project and any updated apportioning methodologies. Continue to engage with relevant stakeholders through the EWG to agree the approach.	Apportioning presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement has been undertaken using the Nature Scot method in the absence of any other updated methodologies.	No
Morg_0066_192_020623	S42	Email	Vol 4, Ann 10.5 As advised through the EWG, Natural England do not consider it is appropriate to apply the stable age structures in apportioning. Age-class data from site specific surveys should be used wherever possible, accepting that a precautionary approach assuming all adult-type birds are adults will probably be required.	Where possible, site-specific age-classes from Digital Aerial Surveys (DAS) were used for age-class apportioning within the breeding season as advised by the Expert Working Group. Methodology is presented in Volume 4, Annex 5.5: Offshore ornithology apportioning technical report of the Environmental Statement.	No
Morg_0066_193_020623	S42	Email	Vol 4, Ann 10.5 As advised through the EWG, Natural England do not consider it is appropriate to remove sabbaticals. Do not remove sabbaticals during apportioning.	Sabbaticals have been included in adults impacts for the purpose of the impact assessment.	No
Morg_0066_194_020623	S42	Email	See previous comments on cumulative impact assessment regarding projects with unknown impacts. See previous comments on cumulative impact assessment regarding projects with unknown impacts.	The Applicant notes your response.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0066_195_020623	S42	Email	Natural England reiterate our advice supplied through EWG discussions regarding red-throated diver at Liverpool Bay SPA and cable laying impacts. Natural England considers this feature may already be subject to an AEOI in-combination arising from disturbance and displacement impacts. Natural England reiterate our advice supplied through EWG discussions regarding red-throated diver at Liverpool Bay SPA and cable laying impacts. Natural England considers this feature may already be subject to an AEOI in-combination arising from disturbance and displacement impacts.	The HRA Stage 2 ISAA Part 3 SPA and Ramsar Site Assessments (Document Reference E1.3) sets out measures adopted as part of the Morgan Generation Assets for each of the potential impacts for ornithological features. These are tabulated separately in this HRA Stage 2 ISAA Report according to the effect-pathway under consideration. The Applicant has committed to a minimum lower blade tip height of 34 m about LAT and an Offshore EMP (which includes a Marine Pollution Contingency Plan).	Yes
Morg_0036_165_020623	S42	Email	156. Marine mammals. HRA Screening Report, Screening Matrices and Integrity Matrices. Further assessment required to support conclusions on barrier effects, issue 8. Section 1.4.4 - Assessment of LSE for Annex II marine mammals – NRW (A) recommend that barrier effects are scoped into the assessment of LSE, pg 50	Barrier effects have been considered within the underwater sound impact assessment for marine mammals. Additional detail has been provided in Volume 2, Chapter 4: Marine mammals of the Environmental Statement to cover this impact. The potential for barrier effects has also been carried forward for consideration in the HRA.	No
Morg_0036_166_020623	S42	Email	157. Marine mammals. HRA Screening Report, Screening Matrices and Integrity Matrices. Further evidence required to support conclusions on collision risk. 1.4.4.10, Section 1.4.4 - Assessment of LSE for Annex II marine mammals, pg 51 – NRW (A) can tentatively agree to the conclusion of no LSE from vessel collision risk, however the increase in the number of vessels vs the baseline should be quantified.	We note NRW advice on the quantification of effects from injury/disturbance due to vessel sound. We agree that there is evidence to suggest that vessel sound can lead to disturbance to some marine mammals species, and have modified the assessment approach to give additional quantification as to the potential effects from vessel disturbance based on further review of published studies. The LSE screening has been updated to include baseline levels of vessel movements in the Morgan Generation Assets together with the uplift in vessels anticipated during the construction, operation and maintenance and decommissioning phases. There is no overlap between the Morgan Generation Assets and any SAC designated for Annex II marine mammals (the closest SAC being the North Anglesey Marine/Gogledd Môn Forol SAC which is located at a distance of 22.8 km from the Morgan Array Area, all other SACs are located >80 km from the Morgan Array Area). Therefore, the likelihood of collisions occurring between vessels and marine mammal features of SACs is considered to be low. Vessel collision risk has, therefore, been screened out of the ISAA on the basis of no LSE.	No
Morg_0036_167_020623	S42	Email	158.Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal MU. 1.5.23.5, Section 1.5 – Summary of LSE screening conclusions, pg 24 - With regard to the grey seal MU, reference should be made to the OSPAR Region III interim MU and the relevant NRW position statement (NRW, 2022).	The use of OSPAR Region III has been discussed further with the marine mammal EWG and will be used for the CEA screening area for grey seals in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The HRA Stage 1 Screening report now considers European sites within the OSPAR Region III Interim MU designated for grey seal, however telemetry data from Wright and Sinclair (2022) has then been used to capture any SACs with potential connectivity to the Morgan Generation Assets.	No
Morg_0036_168_020623	S42	Email	159. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal MU. With reference to 1.8.1.6, Section 1.8 - Assessment of potential Adverse Effect on Integrity: Annex II marine mammals, pg 80, NRW (A) recommend that this paragraph is amended for clarification. When consulted, for grey seal, NRW (A) advised the use of the OSPAR Region III MU as per NRW's advice on the use of marine mammal MUs for screening and assessment in HRA for SACs with marine mammal features. NRW (A) agreed to the proposal to use the combined Wales MU, North West England MU, SW Scotland and Northern Ireland MU for grey seal in parallel with the OSPAR Region III MU. NRW (A) recommend that any similar statements within the document be amended. NRW (A) also agreed that the foraging ranges from Carter et al. (2022) would be a suitable alternative as this also captures the movement ranges of grey seal.	Further justification for the use of the GSRP has been provided to the marine mammal EWG and is presented in parallel with OSPAR Region III MU in the impact assessment in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The use of OSPAR Region III as the CEA screening area has been discussed further with the marine mammal EWG and will be used for the CEA screening area for grey seals in Volume 2, Chapter 4: Marine mammals of the Environmental Statement. The HRA Stage 1 Screening report now considers European sites within the OSPAR Region III Interim MU designated for grey seal, however telemetry data from Wright and Sinclair (2022) has then been used to	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				capture any SACs with potential connectivity to the Morgan Generation Assets.	
Morg_0036_169_020623	S42	Email	160. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Grey seal range. With reference to 1.8.2.110, Section 1.8.2 Baseline information, pg 92, NRW (A) recommend that this paragraph is amended for clarification. There is also strong evidence (through photo-ID and telemetry studies) that grey seals range beyond the Welsh SACs, also encompassing Southwest England, Northwest France and Ireland (Baines et al., 1995; Carter and Russell, 2018; Jones et al., 2013; Keily et al., 2000; Langley et al., 2018, 2020; Pomeroy et al., 2014; Russell et al., 2017; Vincent et al., 2005, 2017; Russell et al., 2019, Carter et al., 2020, Luck et al.,2020). NRW (A) recommend that any similar statements within the PEIR documents are amended.	The baseline presents a comprehensive assessment of the foraging ranges of grey seals moving between key haul outs and the Morgan Array Area. Further detail has been provided with respect to connectivity in Volume 2, Chapter 4: Marine mammals of the Environmental Statement and relevant information has been carried forward to the HRA.	No
Morg_0036_170_020623	S42	Email	161. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. The use of noise mitigation/attenuation technology has not been proposed as a potential mitigation method (issue 7). With reference to table 1.60, pg 94, please see paragraph 68 with regard to use of noise mitigation strategies/attenuation technologies, and paragraph 84 with regard to use of noise mitigation for best practise.	Measures adopted as part of the Morgan Generation Assets have been presented in Volume 2, Chapter 4: Marine mammals of the Environmental Statement including use of low order UXO clearance methods, limitations on vessel speed and consideration of NAS based on the information available at application. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets design have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Consequently, if NAS is required a detailed exploration of available technologies will be undertaken and information presented to demonstrate how such technology would contribute to the reduction in underwater sound from piling. Project refinements and potential mitigation options will be considered within the Underwater sound management strategy (USWMS), an outline of which has been submitted with the application for consent (Document Reference J13) with a more detailed marine mammal mitigation protocol. The USWMS will be updated post-application, discussed and agreed with stakeholders.	No
Morg_0036_171_020623	S42	Email	162. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). With reference to 1.8.3.17, Section 189.3 - Assessment of adverse effects alone, pg 97, please see paragraph 88 with regard to stating extent of disturbance from piling is likely to be an overestimate.	Point noted and we agree that the dose response is based on observed probability of a behavioural response during piling. Distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates, how the waveform of impulsive sounds elongates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve from measurements taken at the Beatrice offshore wind farm was based on a piling at a much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets, depending on the transect. Therefore, whilst our assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated subsea noise from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				mild. Further text has been added to Volume 2, Chapter 4: Marine Mammals of the Environmental Statement to explain the caveats with applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context. The amendments made to the text in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the ISAA.	
Morg_0036_172_020623	S42	Email	163. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). In addition, we advise that whilst noise may have lost some of its impulsive characteristics with range, the D/R curve shows the observed probability that an animal may show a behavioural response to the noise at that location.	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_173_020623	S42	Email	164. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). Please see paragraph 89 regarding references to Southall et al. (2021).	The quantitative assessment for Volume 2, Chapter 4: Marine mammals of the Environmental Statement has applied the most recent, and precautionary, densities from the Welsh Marine Mammal Atlas (Evans and Waggitt, 2023) as recommended by NRW and therefore the number of animals predicted to be affected has been adjusted accordingly. The amendments made to the text and numbers presented in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the assessments presented in the ISAA.	No
Morg_0036_174_020623	S42	Email	165. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Inaccuracies and assumptions regarding disturbances from piling (issue 3). NRW (A) recommends that a reference is included for the relevant study regarding the Level B Harassment threshold for continuous noise of 120 dB SPLrms.	The applicant notes NRW's comments on fixed thresholds vs dose-response and the limitations of both these approaches. Volume 2, Chapter 4: Marine mammals of the Environmental Statement presents both approaches in the assessment.	No
Morg_0036_175_020623	S42	Email	166.Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Proposed harbour porpoise density considerably lower than other options / Further assessment required to support conclusions (Issue 2). With reference to 1.8.3.18, Section 1.8.3 - Assessment of adverse effects alone, pg 97, please see paragraph 75 regarding figures used for the harbour porpoise peak seasonal density. Please also see paragraphs 76 & 77 regarding advised densities, and resulting conclusions for harbour porpoise within the PEIR.	Point noted and we agree that the dose response is based on observed probability of a behavioural response during piling. Distance from an impulsive sound source is a strong predictor of a behavioural response due to how sound propagates, how the waveform of impulsive sounds elongates with distance and reflects the current understanding of the transition from impulsive to continuous sound. The dose response curve from measurements taken at the Beatrice offshore wind farm was based on a piling at a much smaller maximum hammer energies and over distances not exceeding 60 km. As a comparison, the distance at which a 50% response was measure for the Beatrice OWF was 7.4 km at the first location piled (Graham et al 2019) compared to an approximate range of 27 to 42km for the Morgan Generation Assets, depending on the transect. Therefore, whilst our assessment applies the dose response as the best available estimate of proportional responses, it is considered to be highly conservative due to the propagation distances predicted for the Morgan Generation Assets which for a given sound level will not be equivalent in characteristics to those found at the Beatrice OWF. We refer to the 143dB unweighted threshold (from Tougaard, 2021) recommended by NRW which is based on a collation of field studies of harbour porpoise response to elevated subsea noise from piling. The 143 dB re 1µPa represents a precautionary threshold at which animals are likely to respond and demonstrates that any behavioural effects beyond this point are likely to be mild. Further text has been added to Volume 2, Chapter 4: Marine Mammals of the Environmental Statement to explain the caveats with	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
				applying the dose response and the use of the 143 dB re 1µPa threshold is helpful in providing additional context. The amendments made to the text in Volume 2, Chapter 4: Marine Mammals of the Environmental Statement have been carried over to the ISAA.	
Morg_0036_176_020623	S42	Email	167. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). With reference to 1.8.3.25-1.8.3.28, Section 1.9.3 - Assessment of adverse effects alone, pg 98-100, please see paragraph 62 regarding the approach used to assess area disturbed for harbour porpoise, and effects on North Anglesey Marine SAC from monopiling. In contrast to the text in 1.8.3.25, this approach was not in line with guidance from NRW	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_177_020623	S42	Email	168. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). Although the use of an EDR can be a useful, practical way of calculating the area over which effects may occur, NRW (A) considers that there is still considerable uncertainty in the evidence underpinning the calculation of these EDRs. NRW (A) therefore did not endorse this guidance to retain some flexibility in approaches to the management of noise where NRW is the consenting / licensing authority.	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_178_020623	S42	Email	169. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further assessment required to support conclusions regarding area disturbed for harbour porpoise (Issue 1). Please see paragraph 91 regarding recommendations for noise thresholds and exposure levels, and paragraph 92 regarding assessing disturbance from piling for harbour porpoise.	The approach to the assessment of disturbance resulting from piling sound has been reviewed and updated. An unweighted sound threshold of 143 dB re 1µPa has been applied to represent the minimum fixed sound threshold at which significant disturbance could occur for the final application in addition to the EDR approach for the purposes of HRA. The position statement (NRW, 2023b) has been reviewed and incorporated to Volume 2, Chapter 4: Marine mammals of the Environmental Statement where relevant and the ISAA.	No
Morg_0036_179_020623	S42	Email	170. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Project Valorous inclusion. With reference to Table 1.126, pg 151 – NRW (A) would recommend inclusion of Project Valorous into the list of tier 2 projects as suggested in paragraph 118.	Project Valorous has been included in the CEA long list for consideration in all cumulative assessment where relevant.	No
Morg_0036_180_020623	S42	Email	171. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further clarification required / Further assessment required to support conclusions on in-combination effects on underwater sound. With reference to Section 1.8.4 – Assessment of adverse effects in-combination, pg 152-154, it is unclear whether all Tier 1 and Tier 2 projects have been considered for the assessment of in-combination injury and disturbance from underwater sound generated during piling, and whether the contribution to disturbance from all projects was considered in the IPCoD modelling.	The approach to the cumulative assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been checked and aligned with this advice. All Tier 2 projects cannot be included in population modelling as numbers of species impacted are required which are not provided in the relevant scoping reports.	No
Morg_0036_181_020623	S42	Email	172. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further clarification required / Further assessment required to support conclusions on in-combination effects on underwater sound. NRW (A) recommend consideration of any Tier 1 and Tier 2 projects which overlap temporally, and if required the results should be updated. For assessing cumulative effects from piling, NRW (A) recommend the methodology used in SNH Report 1081 (Carter et al., 2019) as an example.	The approach to the cumulative assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been checked and aligned with this advice. All Tier 2 projects cannot be included in population modelling as numbers of species impacted are required which are not provided in the relevant scoping reports.	No
Morg_0036_182_020623	S42	Email	173. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. With reference to Conclusions against conservation objectives, Section 1.9.4 –	The position statement (NRW, 2023) has been reviewed and the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been updated where required.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Assessment of adverse effects in-combination, pg 156-158, NRW (A) recommend using the results from IPCoD modelling when assessing impacts of disturbance on a population against conservation objectives related to the population maintaining itself on a long term basis. However these results could also inform and strengthen conclusions made for harbour porpoise.	The results from IPCoD modelling have been presented when assessing impacts of disturbance on a population against conservation objectives. Impact are discussed after 6 years in addition to 25 years in the main text.	
Morg_0036_183_020623	S42	Email	174. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. NRW (A) recommend that the ratio of the impacted vs unimpacted population over a set period of time (e.g. the first 6 years, based on the former Favourable Conservation Status (FCS) reporting period), and the full 25 year modelled period are provided.	The position statement (NRW, 2023) has been reviewed and the assessment within Volume 2, Chapter 4: Marine mammals of the Environmental Statement and the ISAA has been updated where required. The results from IPCoD modelling have been presented when assessing impacts of disturbance on a population against conservation objectives. Impact are discussed after 6 years in addition to 25 years in the main text.	No
Morg_0036_184_020623	S42	Email	175. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence required to support conclusions on in-combination effects. Please see paragraph 124 with regard to significant effects from PTS or disturbance.	The iPCoD modelling has been re-run for Volume 2, Chapter 4: Marine mammals of the Environmental Statement and has taken account of the impact after 6 years, plus full 25 year modelled period.	No
Morg_0036_185_020623	S42	Email	176. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. With reference to 1.8.4.373, Section 1.9.4 – Assessment of adverse effects in combination, pg 202, a conclusion of no adverse effect has been predicted, based on the assumption that the absence of prey will not impact marine mammals since they would also be displaced to potentially greater distances. However, this conclusion is dependent on recovery time of both receptors and no evidence regarding the length of time for fish species to return to the displaced area has been provided.	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No
Morg_0036_186_020623	S42	Email	177. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. This also differs from the conclusions made when assessing impacts on marine mammal disturbance from piling, where it was concluded that: “The impact (elevated underwater sound arising during piling) is predicted to be of regional spatial extent, medium term duration, intermittent and high reversibility (the impact itself occurs only during piling). Similarly, the effect of behavioural disturbance is reversible as receptors are expected to recover within hours/days.”	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No
Morg_0036_187_020623	S42	Email	178. Marine mammals. Habitats Regulations Assessment Stage 2 Information to Support an Appropriate Assessment. Further evidence / assessment required to support conclusions regarding impacts as a result of changes to prey availability. If recovery in marine mammals occurs within hours / days (and literature suggests it does e.g. Brandt et al., 2018), there may be an in-combination impact from loss of prey, and/or energetic costs of foraging in a different (potentially less preferred) area. We therefore request that the applicant undertakes further work to support the conclusions stated within this section of the PEIR. Recovery times for fish species have not been provided, which does not allow for matching to recovery times for Marine Mammals, and therefore impacts could occur via lack of prey availability. The report claims that both prey and mammals would be displaced and therefore no impacts would take place, however does not account for or provide evidence on the timelines of fish and marine mammals returning to the impacted areas. This information would enable conclusions to be drawn on whether marine mammals and fish would return at similar rates, or not, and therefore any associated predicted impacts.	Further detail has been provided to justify the conclusions of the assessment throughout Volume 2, Chapter 4: Marine mammals of the Environmental Statement and this is carried to the HRA Stage 1 Screening report and ISAA where necessary.	No
Morg_0068_003_020623	S42	Email	Any interactions and impact should be considered long-term and the various project stages of construction, operation, maintenance and decommissioning of the Isle of Man Offshore Windfarm should be considered by Morgan Offshore Wind Project. It is important to ensure that all environmental impacts of your project are properly and fully assessed including any potential cumulative or in combination effects with the Isle of Man Offshore Windfarm. We	The Mooir Vannin Offshore Wind Farm has been included in the HRA Stage 2 ISAA Report for in-combination effects where relevant.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			would also expect consideration in your Report to Inform Appropriate Assessment. To assist full assessment of the Isle of Man Offshore Wind Farm we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.		
Morg_0068_022_020623	S42	Email	Statement of Community Consultation We understand that the status of the development of the Isle of Man Offshore Wind Farm may have contributed partially to the approach presented, however, consultation between Morgan and the Isle of Man Offshore Wind Farm would provide adequate technical information to inform meaningful assessments.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_023_020623	S42	Email	As referred above our intention is to submit a formal request for a scoping opinion to the Isle of Man Territorial Seas Committee (TSC) in September or October 2023, and prior to this we commit to provide to Morgan Offshore Wind Project an indicative layout and table of technical characteristics of the key associated electrical infrastructure capturing our Design Envelope within 10 working days of the close of the Statutory Consultation on the Morgan Generation Assets PEIR.	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_024_020623	S42	Email	The provision of this technical detail will allow the Morgan Offshore Wind Project to therefore fully consider, amongst other interfaces, the following:	The Mooir Vannin Offshore Wind Farm Scoping Report was published in October 2023. Accordingly, the Mooir Vannin Offshore Wind Farm (Scoping Boundary) is considered in the cumulative effects assessment as a Tier 2 project, where relevant.	Yes
Morg_0068_029_020623	S42	Email	5. Consideration in the Report to Inform Appropriate Assessment (RIAA).	The Mooir Vannin Offshore Wind Farm has been included in the HRA Stage 2 ISAA Report for in-combination effects where relevant.	No

D.24.22 Draft Development Consent Order (including deemed marine licences) table of responses

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0048_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation chapter of the PEIR identified that in normal and adverse weather conditions, ferries would necessitate deviations around the Morgan Generation Assets and this would result in greater transit distance, fuel costs, schedule disruptions, and more frequent cancellations to lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the available searoom to minimise the impacts to lifeline ferries which have reduced the deviations required and the number of potential cancelations. The Applicant has worked together with the developers of the Mona Offshore Wind Project and Morecambe Offshore Windfarm who have also made commitments to amending the boundary of the array areas for their respective projects to increase searoom and reduce the cumulative impacts on lifeline ferries. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1 (Document Reference F4.7.1)) and chapter (Volume 2, Chapter 7 (Document Reference F2.7)) submitted as part of the Application. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	Yes
Morg_0049_003_290523	S47	Email	The plans should be modified to retain sufficiently wide and safe shipping lanes which allow the Isle of Man Steam Packet Company vessels to use the usual and rough weather routes unimpeded and without any lengthening of journey times or negative impact on days of operational due to weather conditions. Without sufficiently wide and safe shipping lanes there is a danger that if there are any accidental collisions or other maritime problems involving Irish Sea shipping in the area that any resulting spillages or vessels drifting onto land will adversely impact on the Island's marine nature reserves and UNESCO Biosphere designation.	The NRA and Shipping and Navigation chapter of the PEIR identified that the Morgan Generation Assets would result in unacceptable risks to navigation safety and significant effects on lifeline ferry services. Following the PEIR and S42 responses, the Morgan Generation Assets has committed to modifications of the boundaries which have increased the searoom around the Project to reduce the risk and impacts. The ferry companies and other key stakeholders have inputted to this process through attendance at navigation simulations and a hazard workshop. These changes are reflected in the updated NRA (Volume 4, Annex 7.1: Navigation risk assessment of the Environmental Statement (Document Reference F4.7.1) and the Shipping and Navigation chapter (Volume 2, Chapter 7: Shipping and navigation of the Environmental Statement (Document Reference F2.7)) submitted as part of the Application, which demonstrated all risks have been reduced to As Low As Reasonably Practicable. The Applicant has committed to the development of, and adherence to, an offshore Environmental Management Plan (EMP), which will include a Marine Pollution Contingency Plan (MPCP) to minimise and manage the risk of marine pollution events (Document Reference J6). This will be secured in the deemed Marine Licences as a requirement of the draft DCO.	Yes
Morg_0005_009_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(8) must include Trinity House.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
Morg_0005_010_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(11) should be amended to: In case of damage to, or destruction or decay of, the authorised project or any part thereof, excluding the exposure of cables and faults, the undertaker must as soon as reasonably practicable and no later than 24 hours following the undertaker becoming aware of any such damage, destruction or decay, notify NRW, MCA, Trinity House, the Kingfisher Information Service of Seafish and UKHO.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0005_011_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 14(12) should be amended to: In case of buried cables becoming exposed on or above the seabed, the undertaker must within three days following identification of a cable exposure, notify mariners, regional fisheries contacts and the Kingfisher Information Service of Seafish of the location and extent of exposure. Copies of all notices must be provided to the MMO, MCA, Trinity House, and the UKHO within 5 days.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0005_012_310523	S42	Email	The draft DCO has been reviewed and we have the following comments to Schedule 5, Part 2: • Condition 26 must include MCA, Trinity House and UKHO.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0052_040_310523	S42	Email	The MMO would expect the clearance of any unexploded ordnance (UXO) (if required) to be the subject of a separate marine licence application. Upon submitting said application, supporting evidence and an appropriate assessment of impacts to fish from UXO should be submitted to the MMO.	UXO clearance is included in the application for consent to ensure all pre-construction activities are covered. Underwater sound modelling has been undertaken for UXO clearance and injury ranges are presented to support the EIA and HRA.	No
Morg_0062_003_020623	S42	Email	I have attached our most recent standard navigation conditions, which we would expect to be provided for within your DCO/DML.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_005_020623	S42	Email	Standard navigation conditions for inclusion within Deemed Marine Licences (DML) for offshore renewable energy installations. Agreed by Marine Management Organisation (MMO), Trinity House, Maritime and Coastguard Agency (MCA) and UK Hydrographic Office (UKHO).	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_006_020623	S42	Email	Notifications and Inspections: 1) The undertaker must inform the MMO Coastal Office in writing at least 5 days prior to the commencement of the authorised projector any part thereof, and within 5 days of completion of the authorised project.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_007_020623	S42	Email	Notifications and Inspections: 2) The Kingfisher Information Service of Seafish, must be informed of details of the vessel routes, timings and locations relating to the construction of the authorised projector any part thereof by email to REDACTED@seafish.co.uk :- a) at least 14 days prior to the commencement of offshore activities, for inclusion in the Kingfisher Fortnightly Bulletin and offshore hazard awareness data, and; b) as soon as reasonably practicable and no later than 24 hours of completion of all offshore activities. Confirmation of notification must be provided to the MMO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment and following further discussion with MMO, this has been reduced to at least 7 days prior.	No
Morg_0062_008_020623	S42	Email	Notifications and Inspections: 3) The undertaker must ensure that a local notification to mariners is issued at least 14 days prior to the commencement of the authorised projector any part thereof advising of the start date of each Work No.<insert>and the expected vessel routes from the construction ports to the relevant location. Copies of all notices must be provided to the MMO, MCA and UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment and following further discussion with MMO, this has been reduced to at least 7 days prior.	No
Morg_0062_009_020623	S42	Email	Notifications and Inspections: 4) The undertaker must ensure that local notifications to mariners are updated and reissued at weekly intervals during construction activities and at least 5 days before any planned operations (or otherwise agreed) and maintenance works and supplemented with VHF radio broadcasts agreed with the MCA in accordance with the construction and monitoring programme approved under deemed marine licence condition <insert>.Copies of all notices must be provided to the MMO and UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_010_020623	S42	Email	Notifications and Inspections: 5) The undertaker must notify the UKHO of the completion (within 14 days) of the authorised projector any part thereof in order that all necessary	Condition 17 of the dML(s) has been updated to reflect this comment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			amendments are made to nautical charts. Copies of all notices must be provided to the MMO and MCA within 5 days.		
Morg_0062_011_020623	S42	Email	Notifications and Inspections: 6) In case of damage to, or destruction or decay of, the authorised project seaward of MHWS or any part thereof, excluding the exposure of cables, the undertaker shall as soon as reasonably practicable and no later than 24 hours following the undertaker becoming aware of any such damage, destruction or decay, notify MMO, MCA, Trinity House, UKHO, the Kingfisher Information Service of Seafish and regional fisheries contacts.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_012_020623	S42	Email	Notifications and Inspections: 7) In case of buried cables becoming exposed on or above the seabed, the undertaker must within three days following identification of a cable exposure, notify mariners, regional fisheries contacts and the Kingfisher Information Service of Seafish of the location and extent of exposure. Copies of all notices must be provided to the MMO, MCA, Trinity House, and the UKHO within 5 days.	Condition 17 of the dML(s) has been updated to reflect this comment.	No
Morg_0062_013_020623	S42	Email	Pre-construction plans and documents: The authorised project shall not commence until the following have been submitted to and approved by the MMO. Each programme, statement, plan, protocol, scheme or other detail required to be approved under this condition must be submitted to the MMO for approval at least 6 months prior to the commencement of the authorised project except where otherwise stated.	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0062_014_020623	S42	Email	Pre-construction plans and documents: 1) A plan to be agreed in writing with the MMO following appropriate consultation with Trinity House, the MCA and UKHO, setting out proposed details of the authorised project, including the: a) number, dimensions, specification, foundation type(s) and depth for each WTGs, offshore platforms, substations and meteorological masts; b) the grid coordinates of the centre point of the proposed location for each WTG, platform, substation and meteorological mast; c) proposed layout of all cables; and d) location and specification of all other aspects of the authorised project.	Condition 22 has been updated taking account of this comment.	No
Morg_0062_015_020623	S42	Email	Pre-construction plans and documents: 2) An Aids to Navigation Management Plan to be agreed in writing by the MMO following appropriate consultation with Trinity House specifying how the undertaker will ensure compliance with conditions (1) to (4) of 'Aids to Navigation' from the commencement of construction of the authorised project to the completion of decommissioning.	Noted, these comments have been taken into account in the drafting of the application DCO and dMLs. Condition 22 has been updated taking account of this comment.	No
Morg_0062_016_020623	S42	Email	Pre-construction plans and documents: 3) No part of the authorised project may commence until the MMO, in consultation with the MCA, has confirmed in writing that the undertaker has taken into account and, so far as is applicable to that stage of the project, adequately addressed all MCA recommendations as appropriate to the authorised project contained within MGN654 "Offshore Renewable Energy Installations (OREIs) –Guidance on UK Navigational Practice, Safety and Emergency Response Issues" and its annexes.	Condition 27 has been updated taking account of this comment.	No
Morg_0062_017_020623	S42	Email	Pre-construction plans and documents: 4) A construction method statement in accordance with the construction methods assessed in the environmental statement and including details of – i) Cable specification, installation and monitoring, to include: a) technical specification of offshore cables below MHWS; b) a detailed cable laying plan for the Order limits, incorporating a burial risk assessment encompassing the identification of any cable protection that exceeds 5% of navigable depth referenced to chart datum and, in the event that any area of cable protection exceeding 5% of navigable depth is identified, details of any steps (to be determined following consultation with the MCA and Trinity House) to be taken to ensure existing and future safe navigation is not compromised or such similar assessment to ascertain suitable burial depths and cable laying techniques, including cable protection; and c) proposals for monitoring offshore cables including cable protection during the operational	Condition 22 has been updated taking account of this comment.	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			lifetime of the authorised scheme which includes a risk based approach to the management of unburied or shallow buried cables.		
Morg_0062_018_020623	S42	Email	Pre-construction monitoring and surveys. 5) A swath bathymetric survey to IHO Order 1a of the area within the Offshore Order Limits extending to an appropriate buffer around the site, must be undertaken. The survey shall include all proposed cable routes. This should fulfil the requirements of MGN654 and its supporting 'Hydrographic Guidelines for Offshore Renewable Energy Developers', which includes the requirement for the full density data and reports to be delivered to the MCA and the UKHO for the update of nautical charts and publications. This must be submitted as soon as possible, and no later than three months prior to construction. The Order Limit shapefiles must be submitted to MCA. The Report of Survey must also be sent to the MMO.	Condition 29 has been updated taking account of this comment.	No
Morg_0062_019_020623	S42	Email	Aids to Navigation: 1) The undertaker shall during the whole period from the commencement of construction of the authorised project to the completion of decommissioning exhibit such lights, marks, sounds, signals and other aids to navigation, and to take such other steps for the prevention of danger to navigation as Trinity House may from time to time direct.	Noted, these comments have been taken into account in the drafting of the application DCO and dMLs.	No
Morg_0062_020_020623	S42	Email	Aids to Navigation: 2) The undertaker must during the whole period from the commencement of construction of the authorised project to the completion of decommissioning keep Trinity House and the MMO informed of progress of the authorised project including; a. notice of commencement of construction of the authorised project within 24 hours of commencement having occurred; b. notice within 24 hours of any aids to navigation being established by the undertaker; and c. notice within 5 days of completion of construction of the authorised project.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_021_020623	S42	Email	Aids to Navigation: 3) The undertaker must provide reports to Trinity House on the availability of aids to navigation in accordance with the frequencies set out in the aids to navigation management plan agreed pursuant to condition <insert> using the reporting system provided by Trinity House.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_022_020623	S42	Email	Aids to navigation: 4) The undertaker must during the whole period from the commencement of construction of the authorised project to the completion of decommissioning notify Trinity House and the MMO of any failure of the aids to navigation and the timescales and plans for remedying such failures, as soon as possible and no later than 24 hours following the undertaker becoming aware of any such failure.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_023_020623	S42	Email	Colouring of structures: 1) Except as otherwise required by Trinity House the undertaker must paint all structures forming part of the authorised project yellow (colour code RAL 1023) from at least HAT to a height as directed by Trinity House. Unless the MMO otherwise directs, the undertaker must paint the remainder of the structures grey (colour code RAL 7035).	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_024_020623	S42	Email	Construction Monitoring 1) Construction monitoring must include vessel traffic monitoring by automatic identification system for the duration of the construction period. An appropriate report must be submitted to the MMO, Trinity House and the MCA at the end of each year of the construction period.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_025_020623	S42	Email	Post-construction plans and documents 1) The undertaker must conduct a swath bathymetric survey to IHO Order 1a of the installed export cable route and provide the data and survey report(s) to the MCA and UKHO. The MMO should be notified once this has been done, with a copy of the Report of Survey also sent to the MMO.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_026_020623	S42	Email	Post-construction plans and documents 2) On post decommissioning, the undertaker must conduct a swath bathymetric survey to IHO Order 1a of the cable route and the installed generating assets area and provide the data and survey report(s) to the MCA and UKHO. [Decommissioning is not consented at this stage so this can't be included in the DCO/DML] This should fulfil the requirements of MGN654 and its supporting 'Hydrographic Guidelines for	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			Offshore Renewable Energy Developers', which includes the requirement for the full density data and reports to be delivered to the MCA and the UKHO for the update of nautical charts and publications.		
Morg_0062_027_020623	S42	Email	Post-construction plans and documents 3) Post construction monitoring must include vessel traffic monitoring by automatic identification system for a duration of three consecutive years following the completion of construction of authorised project, unless otherwise agreed in writing by the MMO. An appropriate report must be submitted to the MMO, Trinity House and the MCA at the end of each year of the three year period.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_028_020623	S42	Email	Completion of Construction (1) The undertaker must submit a close out report to the MMO, MCA, UKHO and the relevant statutory nature conservation body within three months of the date of completion of construction. The close out report must confirm the date of completion of construction and must include the following details — (2) the final number of installed wind turbine generators; (3) as built plans; and (4) latitude and longitude coordinates of the centre point of the location for each wind turbine generator and offshore platform, substation, booster station and meteorological mast; provided as Geographical Information System data referenced to WGS84 datum. (5) latitude and longitude coordinates of the interarray and export cable routes; provided as Geographical Information System data referenced to WGS84 datum.	Noted, these comments have been taken into account in the drafting of the application DCO and dML(s).	No
Morg_0062_029_020623	S42	Email	NOTE: These are standard conditions to be applied to all DMLs, other maybe requested for site specific projects	Noted, these comments have been considered in the drafting of the application DCO including the dML(s).	No
Morg_0066_038_020623	S42	Email	Chapter 3, Table 3.3 Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features. This should be included in the within the final application.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic subtidal ecology of the Environmental Statement (Document Reference F2.2). Development of, and adherence to, a UXO clearance method statement is a requirement of the dML(s) in the draft DCO (Document Reference C1).	No
Morg_0066_039_020623	S42	Email	Chapter 3, Section 3.6.3.5 We welcome the developer's consideration for innovative, low order UXO clearance methods such as deflagration and welcome further stakeholder consultation around these techniques should they be suitable. Follow up UXO clearance methodology through the EPP process and with stakeholders in statutory and non-statutory consultations.	The Applicant notes your response. Development of, and adherence to, a UXO clearance method statement is a requirement of the DML(s) in the draft DCO (Document Reference C1).	No
Morg_0066_072_020623	S42	Email	Baseline Characterisation – Document(s) Used: Chapter 3 Project Description; Chapter 7 Benthic Subtidal Ecology; Appendix 7.1 Benthic subtidal ecology technical report. Survey Data Acquisition. Chapter 3, Table 3.3 Natural England acknowledges that the developer will submit a UXO clearance method statement once UXO surveys are complete. Applications should provide sufficient information to assess the size and depths of craters within the ES and commit to avoiding sensitive benthic receptors. This is especially important where UXO clearance may affect designated sites or features.	Consideration of UXO craters is included in the assessment of temporary habitat disturbance/loss in Volume 2, Chapter 2: Benthic subtidal ecology chapter of the Environmental Statement (Document Reference F2.2). Development of, and adherence to, a UXO clearance method statement is a requirement of the DML(s) in the draft DCO (Document Reference C1).	No

Unique Reference Identifier	Type of consultee S42/S47/S44	Feedback method	Statutory consultation response received	Formal response	Project change (directly or indirectly as a result of feedback)
			This should be included in the within the final application.		
Morg_0076_068_020623	S47	Email	Several proposed measures lack necessary detail. By way of example, it is unclear what 'poor conditions' for use of fog horns entail and how this requirement will be operated in practice. Similarly, the use of guard vessels "as required" does not make clear when or how such a measure will be taken.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_069_020623	S47	Email	Other proposed measures are unrealistic and, if adopted, risk falling foul of international regulations. Section 8.7.5.4 of the NRA discusses how the geometries of offshore wind farms could reduce the visible appreciation of other vessels and claims "however, larger vessels would be identifiable from AIS and therefore passing arrangements could be agreed." The suggestion that AIS should be relied on for collision avoidance is deeply concerning. This is especially so in light of Marine Guidance Note 324, which stresses that AIS information should be "treated with extreme caution and only used for enhancing situation awareness and not for collision avoidance decision making." (See MGN 324, section 4.10) Stena Line submits that such proposed overreliance on AIS as a collision avoidance tool could be in breach of COLREG 7(c).	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_070_020623	S47	Email	There is also a lack of detail on how measures will be enforced, for example in relation to Marine Operating Guidelines, vessel standards, PPE, training and vessel monitoring. Further, a statement that vessels should comply with international, UK and Flag State regulations cannot be classified as a mitigation measure. In any event, the proposed mitigation measures must be backed up by tangible and effective action points.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0076_071_020623	S47	Email	Overall, while Stena Line recognises and supports the measures listed, its concern is how the measures will be achieved and regulated in practice so as to have any effect beyond being a statement of intent.	The requirements and details for risk control measures have been agreed with stakeholders through the NRA, and where appropriate, relevant conditions included as part of the draft DCO.	Yes
Morg_0211_003_050723	S47	Email	The reference to spawning herring is disingenuous. Avoiding the greatest impact is not the same as avoiding a significant adverse impact. Nor is it appropriate to attempt to gloss over significant impacts by claiming to investigate measures you hope can provide mitigation. You either have an effective mitigation plan or you don't. If it is under investigation that means you don't have an answer yet and you may not be able to achieve one. The report should reflect that more honestly.	The project design envelope has been refined since submission of the PEIR, and updated sound modelling has been undertaken. The assessment Volume 2, Chapter 3: Fish and shellfish ecology of the Environmental Statement has been revisited. The Applicant will continue to explore options for mitigating piling sound post consent, at a time when more detailed project design information is available (i.e. geotechnical data) and where further refinements to the Morgan Generation Assets have been made on this basis. A commitment to Noise Abatement Systems (NAS) will be considered as part of a stepped strategy post consent and following the mitigation hierarchy - avoid, reduce, mitigate. Project refinements and potential mitigation options will be considered within the Underwater Sound Management Strategy (UWSMS), an outline of which has been submitted with the application for consent (Document Reference J13). The UWSMS will investigate options to manage underwater sound levels in order to reduce the magnitude for the project alone to a non-significant effect. The UWSMS will be updated post-application, discussed and agreed with stakeholders. The UWSMS is secured in the deemed marine licences in the draft DCO.	No

Appendix E: Post-Statutory consultation engagement - newsletter September 2023

E.1. Newsletter September 2023

Partners in UK offshore wind

Morgan Offshore Wind Project Generation Assets

This is an indicative image of what the Morgan Offshore Wind Project Generation Assets could look like. Its actual design may differ.

Project update: Autumn 2023

Morgan Offshore Wind Project array boundary to be reduced

As part of our ongoing work to develop our plans for the Morgan Offshore Wind Project Generation Assets, we would like to announce a reduction to the size of the array boundary. We believe this further mitigates potential effects on other marine users.

This announcement follows analysis of the feedback that was submitted in response to the information published within our Preliminary Environmental Information Report (PEIR). We would like to thank everyone who has engaged with the project previously. This announcement has also been informed by our ongoing surveys, assessments and technical studies.

We are now working towards the submission of the project's Development Consent Order (DCO) in 2024.

Throughout the development of the Morgan Offshore Wind Project Generation Assets, we have carried out assessments to understand how the array area could potentially affect other marine users and industries.

Alongside this, we have been working closely with stakeholders to understand the potential effects of the proposed offshore wind farm and how we can work together to mitigate any likely significant effects.

Through this engagement, and from the feedback we received during our two previous stages of consultation, we are also aware that the Morgan Offshore Wind Project Generation Assets' potential effects on ferry routes is a concern for people – both individually and when considered alongside other developments in the Irish Sea.

Feedback received during our statutory consultation earlier this year, alongside further engineering, environmental and technical work, has informed our decision to reduce the array boundary from what was presented in our PEIR, approximately 322 square kilometres (km^2), to approximately 280km^2.

If you have any questions about this update or any other aspect of the project, please contact the project team by using the contact details on the back page of this newsletter.

Please note that this newsletter relates to the Morgan Offshore Wind Project Generation Assets only. For information about the Morecambe Offshore Windfarm Generation Assets, please visit **www.morecambeandmorgan.com/morecambe**. For information about the Mona Offshore Wind Project Generation Assets, please visit **www.morganandmona.com**.

Reducing potential effects on marine users

We believe that a reduction in the array boundary further reduces the potential effect of the Morgan Offshore Wind Project Generation Assets on ferry operators and other marine users. We also believe it will reduce potential cumulative effects when considered alongside neighbouring developments. To ensure a joined-up approach, we've been working collaboratively with the developers of neighbouring projects.

To promote co-existence with fishing activities, we are committing to maintaining an area within the array boundary that will be free of wind turbines and offshore substation platform(s). Additionally, we have increased the spacing from approximately 1,000m between rows of wind turbines and approximately 875m between each turbine in a row, to a minimum spacing of approximately 1,400m, both within and between rows.

We are also committing to maintaining two 'lines of orientation' through the array area and our wind turbine rows will generally be orientated north to south.

We believe this will further aid in the safety of marine navigation, fishing activities and search and rescue within the array boundary.

Our wind farm is still expected to generate 1.5 gigawatts (GW)

Importantly, reducing our array area doesn't mean our wind farm will generate less energy. Morgan Offshore Wind Project Generation Assets is still anticipated to generate a nominal capacity of 1.5GW and the project's wind turbines wind turbines have the potential to power the equivalent of around **1.5 million homes**.

As a result of feedback received, we have reduced the maximum number of turbines from 107 to 96.

We have also increased the rotor diameter of the largest wind turbine from 280m to 320m.

Additionally, due to ground conditions, we have removed the option of using monopile foundations but are still considering using gravity base and / or jacket foundations.

We will continue to undertake assessments and engage with stakeholders ahead of developing our Environmental Statement (ES) and submitting our DCO application next year.

Further surveys and assessments

A number of surveys are currently being undertaken to help us refine the design for the project's wind turbine foundations.

We will collect seabed data from different locations inside the array boundary and our surveys will comprise seabed deployed piezocone penetration tests (CPTs). CPTs will have a target depth of between 20m and 90m below the seafloor.

These surveys will allow us to better understand the condition of the seabed, which will influence the end design of the project.

The survey vessel will operate on a 24-hour basis and will always display the appropriate day shapes and lights during operations.

Surveys are subject to weather and on-site conditions, meaning dates may change at short notice.

Full details can be found in the Notice to Marines (NtM), which will be issued prior to surveys commencing. A copy of this notice will be available to view on our website: **www.morecambeandmorgan.com/morgan**.

Next steps

We plan to submit our DCO application to the Planning Inspectorate to the Planning Inspectorate on behalf of the Secretary of State for Energy Security and Net Zero next year.

If our application is accepted, a pre-examination stage will begin. People can request to take part in the examination process by registering as an interested party on the Planning Inspectorate's website.

The Planning Inspectorate will then examine the application, with input from interested parties and statutory consultees. The examination period is expected to be a maximum of six months.

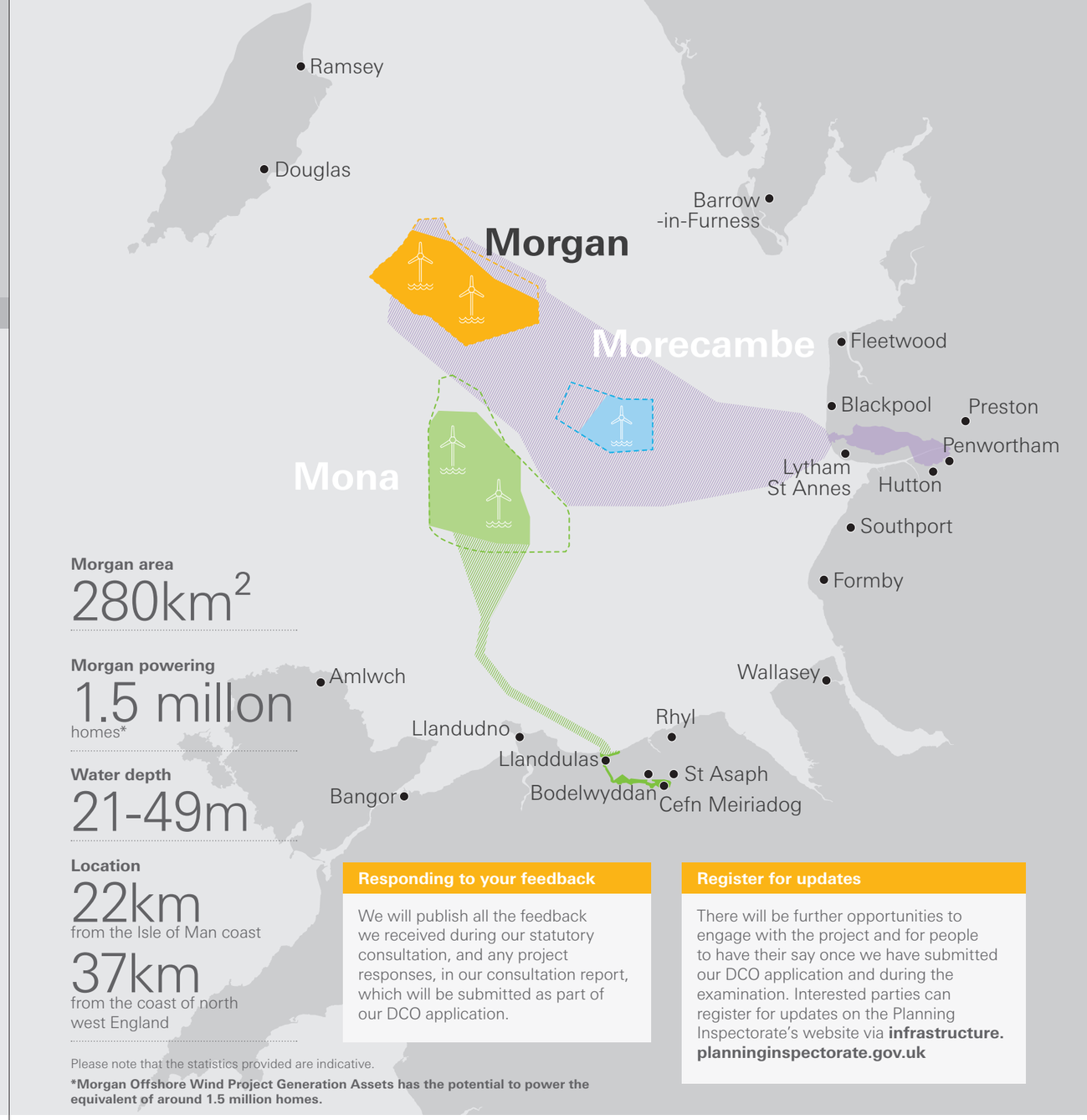
Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State, who will then make the final decision on whether the application should be granted planning consent.

We anticipate a final decision being made on our application in 2025. If the application is successful, we expect to start construction in 2026 at the earliest.

In the meantime, in order to develop the best possible project, we will continue to engage with stakeholders and update the assessments presented in our PEIR following the reduction to our array boundary.

Key

- Morecambe Offshore Windfarm Generation Assets, Reduced Array Boundary
- Morecambe Offshore Windfarm Generation Assets, PEIR Boundary
- Morgan Offshore Wind Project Generation Assets, Reduced Array Boundary
- Morgan Offshore Wind Project Generation Assets, PEIR Boundary
- Mona Offshore Wind Project Generation Assets, Reduced Array Boundary
- Mona Offshore Wind Project Generation Assets, PEIR Boundary
- Morgan and Morecambe Offshore Wind Farms: Transmission Assets
- Mona Offshore Wind Project Generation Assets, Transmission Assets Search Area



Morgan area
280km²

Morgan powering
1.5 millon homes*

Water depth
21-49m

Location
22km from the Isle of Man coast

37km from the coast of north west England

Please note that the statistics provided are indicative.

***Morgan Offshore Wind Project Generation Assets has the potential to power the equivalent of around 1.5 million homes.**

Responding to your feedback

We will publish all the feedback we received during our statutory consultation, and any project responses, in our consultation report, which will be submitted as part of our DCO application.

Register for updates

There will be further opportunities to engage with the project and for people to have their say once we have submitted our DCO application and during the examination. Interested parties can register for updates on the Planning Inspectorate's website via **infrastructure.planninginspectorate.gov.uk**

Indicative timeline

We are here

2022
Ongoing technical and environmental survey work.

Non-statutory consultation on Morecambe and Morgan offshore windfarms.

2023
Statutory consultation on Morgan Offshore Wind Project Generation Assets.

Continued technical and environmental survey work.

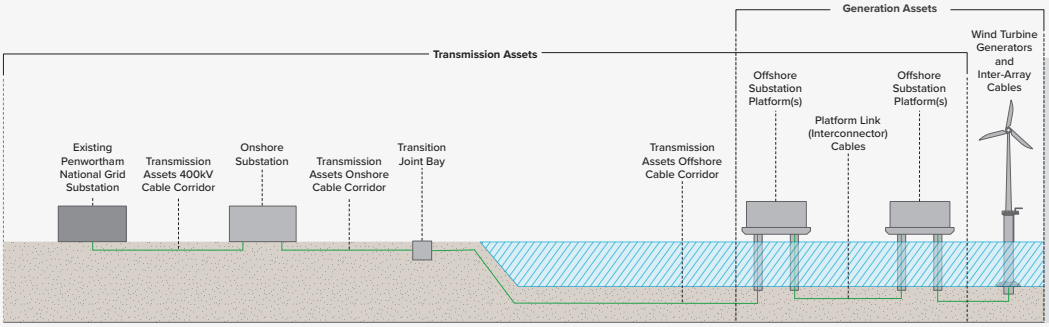
2024
DCO application submitted.

2026
Earliest anticipated commencement of construction.

2028/29
Expected start – Commercial Operation Date (COD).

Correct at time of publication: September 2023.
Please note that this is an indicative timeline subject to change.

Statutory consultation starts soon for Morgan and Morecambe Offshore Wind Farms: Transmission Assets



This indicative diagram illustrates which part of the projects are classified as Generation Assets (Morecambe Offshore Windfarm and Morgan Offshore Wind Project) and which parts are classified as Transmission Assets (Morgan and Morecambe Offshore Wind Farms: Transmission Assets).

Morgan and Morecambe Offshore Wind Farms: Transmission Assets refers to the offshore and onshore assets that will be used to transport electricity from Morecambe Offshore Windfarm and the Morgan Offshore Wind Project to the National Grid substation at Penwortham. Both projects intend to submit a joint application for development consent for the Transmission Assets. This will comprise of offshore and onshore export cables, offshore substation platform(s), onshore substations, other associated grid infrastructure and an offshore booster station for the Morgan Offshore Wind Project.

A statutory consultation for the Transmission Assets Project will begin on **Thursday 12 October 2023** and close at 23:59 on **Thursday 23 November 2023**. It will be carried out in accordance with the requirement of the Planning Act 2008.

While interlinked, the statutory consultation and subsequent application for development consent for the Transmission Assets Project is separate from Morecambe Offshore Windfarm Generation Assets and Morgan Offshore Wind Project Generation Assets — both of which will require their own DCO applications.

The approach to engagement and consultation is to seek general feedback on Transmission Assets proposals, including a specific focus on:

- The Preliminary Environmental Information Report (PEIR).
- Refined Red Line Boundary and the location of the Transmission Assets.
- How the likely environmental effects of the Transmission Assets Project can be minimised.

During the consultation there will be a series of in-person and online events where people will have an opportunity to speak to the team, find out more about the proposals, and ask any questions they may have. At the start of the consultation, the Transmission Assets Project website will be updated and include all consultation materials and information on how you can take part.

This is an indicative image of a typical offshore windfarm. The actual design of Morecambe Offshore Windfarm Generation Assets and Morgan Offshore Wind Project Generation Assets may differ.

Morgan and Morecambe Offshore Wind Farms: Transmission Assets

If you would like any more information or have any questions about **Morgan and Morecambe Offshore Wind Farms: Transmission Assets**, contact the project team by:

Visiting **www.morecambeandmorgan.com/transmission**

Calling [redacted]

Emailing [redacted]

Writing to **FREEPOST MORECAMBE AND MORGAN**

For more information:

Visit: [redacted]

[redacted]

Write to us at: **FREEPOST MORGAN**

Call: [redacted]