

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Statement of Common Ground between Morgan Offshore Wind Limited and the Maritime and Coastguard Agency

Deadline: 2

Application Reference: EN010136

Document Number: MRCNS-J3303-RPS-10177

Document Reference: S_D2_MCA

22 October 2024

F01



Image of an offshore wind farm

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Deadline 2	RPS	Morgan Offshore Wind Ltd	Morgan Offshore Wind Ltd	October 2024

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Glossary

Term	Meaning
Applicant	Morgan Offshore Wind Limited.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Morgan Offshore Wind Project	The Morgan Offshore Wind Project is comprised of both the generation assets and offshore and onshore transmission assets, and associated activities.
Morgan Array Area	The area within which the wind turbines, foundations, inter-array cables, interconnector cables, scour protection, cable protection and offshore substation platforms (OSPs) forming the Morgan Offshore Wind Project: Generation Assets will be located.
Morgan Offshore Wind Project: Generation Assets	This is the name given to the Morgan Generation Assets project as a whole (includes all infrastructure and activities associated with the project construction, operations and maintenance, and decommissioning).
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.

Acronyms

Acronym	Description
ALARP	As Low As Reasonably Practicable
DCO	Development Consent Order
EIA	Environmental Impact Assessment
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
MNEF	Marine Navigation Engagement Forum
OSP	Offshore Substation Platform
SoCG	Statement of Common Ground

1 Statement of Common Ground between Morgan Offshore Wind Limited and the Maritime and Coastguard Agency

1.1 Introduction

1.1.1 Overview

1.1.1.1 This Initial Statement of Common Ground (SoCG) has been prepared between Morgan Offshore Wind Limited (hereafter referred to as 'the Applicant') and the Maritime and Coastguard Agency (MCA), hereafter referred to together as the parties. The SoCG sets out the areas of agreement and disagreement between the parties in relation to the proposed Development Consent Order (DCO) application for the Morgan Offshore Wind Project: Generation Assets (hereafter referred to as the 'Morgan Generation Assets').

1.1.1.2 The need for a SoCG between the Applicant and the MCA is set out within the Rule 6 letter that was issued by the Planning Inspectorate on 05 August 2024 (PD-001).

1.1.1.3 This document is intended to provide the Examining Authority with an overview of the level of common ground between the parties. The SoCG will facilitate further discussion between the parties and will be updated during the Morgan Generation Assets Examination and submitted at the Deadlines indicated in the Rule 6 letter (PD-001).

1.1.2 Morgan Generation Assets elements under the MCA's remit

1.1.2.1 The MCA provide a 24-hour maritime and coastal search and rescue emergency co-ordination and response service for the United Kingdom. The MCA also produces legislation and guidance and provides certification to ships and seafarers. The elements of the Morgan Generation Assets which may affect the interests of the MCA are detailed in Schedule 1 (Authorised Project), Part 1 (Authorised Development) of the Draft Development Consent Order (AS-003).

1.1.2.2 This SoCG covers the following topics of relevance to the MCA:

- Compliance with Marine Guidance Note (MGN) 654 (and its Annex 1 Assessment of risks) and with mitigations proposed
- Assessment and proposed mitigation of cumulative impacts and effects to shipping and ferry services.

1.1.3 Overview of Morgan Generation Assets

1.1.3.1 The Morgan Generation Assets is a proposed offshore wind farm located in the east Irish Sea. The Morgan Generation Assets will include offshore infrastructure and consists of:

- Morgan Array Area: This is where the wind turbines, Offshore Substation Platforms (OSPs), foundations (for both wind turbines and OSPs), inter-array cables and interconnector cables will be located.

1.1.4 Approach to SoCG

1.1.4.1 This SoCG has been developed during the pre-Examination phase and will be progressed during the Examination phase of the Morgan Generation Assets. In

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accordance with discussions between the parties, the SoCG is focused on those issues raised by the MCA within its response to Scoping, Section 42 consultation and as raised through the Marine Navigation Engagement Forum (MNEF) that has underpinned the pre-application consultation between the parties. This SoCG also includes those issues raised by the MCA during the post-application phase (i.e. relevant representations and pre-Examination meetings).

1.1.4.2 The structure of this SoCG is as follows:

- Section 1.1: Introduction
- Section 1.2: Summary of SoCG
- Section 1.3: Summary of consultation
- Section 1.4: Agreement Log.

1.2 Summary of SoCG

1.2.1 Overview

1.2.1.1 This SoCG outlines the consultation that has taken place between the parties during the pre-application and post-application phases of the Morgan Generation Assets. The agreement logs present the position reached on 22 October 2024 (Deadline 2).

1.2.2 Summary of Those Matters Agreed, Ongoing Points of Discussion and Not Agreed

1.2.2.1 Table 1.1 provides a summary of those matters agreed, an ongoing point of discussion or not agreed between the parties.

Table 1.1: Summary of areas agreed, ongoing points of discussion and not agreed between the parties.

Topic	Agreed
Compliance with Marine Guidance Note (MGN) 654 (and its Annex 1 Assessment of risks) and with mitigations proposed (NRA)	Agreed
Assessment and proposed mitigation of cumulative impacts and effects to shipping and ferry services (CRNRA)	Ongoing point of discussion (for cumulative scenario with Moir Vannin Scoping Boundary)
Draft Development Consent Order (including micrositing)	Ongoing point of discussion

1.3 Summary of consultation

1.3.1.1 Table 1.2 below provides a summary of the consultation undertaken by the Applicant with the MCA during the pre-application phase of the Morgan Generation Assets.

1.3.1.2 Table 1.3 below provides a summary of the consultation undertaken by the Applicant with the MCA during the post-application phase of the Morgan Generation Assets.

Table 1.2: Summary of pre-application consultation with the MCA.

Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
Scoping opinion				
22/07/2022	Scoping opinion	MCA	Statutory	<ul style="list-style-type: none"> Assessment approach MGN654 compliance Impacts on vessel routeing and adverse weather routeing Cumulative impacts to be assessed Wind turbine layouts to comply with MGN654 Export cable corridor marking and protection.
S42 Response				
31/05/2023	S42 response	MCA	Statutory	<ul style="list-style-type: none"> Concern over loss of safe navigable sea space that would increase collision risk.
Marine Navigation Engagement Forum (MNEF)				
10/11/2021	Meeting 1	MCA	Non-statutory	<ul style="list-style-type: none"> Project introduction and development process Project timeline Project Design (Scoping) and Refinement Community and Maritime Engagement MNEF purpose and ToR Site selection in relation to shipping and navigation constraints Impacts of COVID-19 on data collection.
06/05/2022	Meeting 2	MCA	Non-statutory	<ul style="list-style-type: none"> Project update - review of key themes from previous meeting Data Collection and NRA Impacts to ferry operators Relation of impacts on ferry routes with regulation and guidance Sensitivity of ferry operator schedules. Extent of incident data Safety of navigating in gaps Consequences of allisions with wind turbines

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Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
10/10/2022	Meeting 3	MCA	Non-statutory	<ul style="list-style-type: none"> • Project update • Application process • Cumulative impacts of multiple projects on ferry operations (responding to stakeholder feedback) • How the cumulative impacts will be assessed or examined • Introduction to Morgan/Morecambe combined transmission project.
18/01/2023	Meeting 4	MCA	Non-statutory	<ul style="list-style-type: none"> • Project update • Cumulative assessment approach and progress • Update on assessment work completed since MNEF 3 – HAZID workshop, PEIR deliverables Morgan NRA, cumulative regional NRA and bridge simulations • PEIR process and statutory consultation • Project revisions and commitments • Planned activities and next steps.
21/09/2023	Meeting 5	MCA	Non-statutory	<ul style="list-style-type: none"> • Project update • Cumulative assessment approach and progress • Update on assessment work completed since MNEF 3 – HAZID workshop, PEIR deliverables Morgan NRA, cumulative regional NRA and bridge simulations • PEIR process and statutory consultation • Project revisions and commitments • Planned activities and next steps.
08/02/2024	Meeting 6	MCA		<ul style="list-style-type: none"> • Project update • Update on assessment work undertaken since MNEF 5 and consideration of Moor Vannin Offshore Wind Farm) • DCO application process • Planned activities and next steps. • Cumulative assessment approach and progress.
Shipping and navigation consultation				
14/10/2021	Meeting	MCA	Non-statutory	<ul style="list-style-type: none"> • Introduction to the Morgan Generation Assets • Morgan Generation Assets design • Shipping and navigation data to be used for the EIA.

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Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
01/02/2022	Meeting	MCA	Non-statutory	<ul style="list-style-type: none"> Project update Confirmation of interpretation and application of relevant policies (National Planning Statement (NPS) for Renewable Energy Infrastructure (NPS EN-3)) and guidance Summarised key impacts and early assessment findings Proposed approach to assessment and resolution of impacts.
14/02/2022	Meeting	MCA	Non-statutory	<ul style="list-style-type: none"> Relation of impacts on ferry routes with regulation and guidance Site selection in relation to shipping and navigation constraints Impacts to ferry operators (Safety and Commercial) Need for a cumulative assessment Adverse weather routeing decision making Need for collaborative engagement in assessment.
10/10/2022 – 11/10/2022	Hazard Workshop 1	MCA	Non-statutory	<ul style="list-style-type: none"> Morgan Generation Assets Hazard Workshop.
24/05/2023	Email	MCA	Non-statutory	<ul style="list-style-type: none"> Email on the Applicant's intention to undertake further vessel traffic surveys to address consultation responses Summary of existing vessel traffic data help by the Applicant.
05/07/2023	Email	MCA	Non-statutory	<ul style="list-style-type: none"> Email to MCA regarding vessel traffic surveys.
18/09/2023	Email	MCA	Non-statutory	<ul style="list-style-type: none"> Email to update MCA about the post PEIR project boundary changes.
27/09/2023 – 29/09/2023	Hazard Workshop 2	MCA	Non-statutory	<ul style="list-style-type: none"> Morgan Generation Assets Hazard Workshop incorporating Mooir Vannin Scoping Boundary.
19/12/2023	Meeting	MCA	Non-statutory	<ul style="list-style-type: none"> To provide an update following the Hazard workshops.

Table 1.3: Summary of post-application consultation with the MCA

Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
04/06/2024	Relevant representation	MCA	Statutory	Relevant representations of the MCA.

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Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
17/09/2024	Meeting	MCA	Non-statutory	Initial discussion on SoCG content and scope.
10/10/2024	Meeting	MCA	Non-statutory	Follow up discussion on SoCG for Deadline 2, following MCA's Written Representation. Review of Agreement Log.

1.4 Agreement log

1.4.1 Overview

1.4.1.1 This section of the SoCG sets out the level of agreement between the parties. For each matter the status is identified as being either agreed, not agreed or an ongoing point of discussion, according to the criteria set out in Table 1.4 below.

Table 1.4: Position definitions and colour coding.

Position and colour coding	Definition of position
Agreed	The matter is considered to be agreed between the parties.
Ongoing point of discussion	The matter is neither agreed or not agreed and is a matter where further discussion is required between the parties.
Not agreed, but not material	The matter is not considered to be agreed between the parties, but is not deemed material
Not agreed	The matter is not considered to be agreed between the parties.

1.4.1.2 The following sections set out the level of agreement between the parties for each relevant component of the application (as identified in section 1.1.2).

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1.4.2 Shipping and navigation

1.4.2.1 Table 1.5 sets out the level of agreement between the parties for each relevant component of the application in relation to shipping and navigation.

Table 1.5: Agreement Log between the parties on shipping and navigation.

Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
Shipping and navigation EIA chapter and compliance with MGN654 and its Annexes				
MCA.SN.1	Consultation	The MCA have been adequately consulted on shipping and navigation matters to date, either as part of the MNEF or directly with the Applicant and is satisfied with the outcomes of consultation with other stakeholders.	Agreed in meeting 17/09/24.	Agreed
MCA.SN.3	Vessel Traffic Surveys	The vessel traffic surveys were conducted in accordance with Marine Guidance Note (MGN) 654 (MCA, 2021), and therefore suitable for assessment.	Agreed in meeting 17/09/24.	Agreed
MCA.SN.4	Baseline environment	Sufficient primary and secondary shipping and navigation data has been collated to appropriately characterise the baseline environment.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.5	Assessment methodology	The Formal Safety Assessment approach to the assessment of effects is deemed appropriate for the purposes of predicting potential effects on shipping and navigation receptors. The approach to the assessment is also deemed appropriate for the purposes of predicting changes to the baseline environment.	Agreed in meeting 17/09/24.	Agreed
MCA.SN.6		The assessment within Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) and Volume 2, Chapter 7: Shipping and navigation (APP-025) has been undertaken in line with relevant shipping and navigation legislation and guidance including being compliant with MGN654 (and its Annex 1 Assessment of risks) requirements.	Agreed in meeting 17/09/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
MCA.SN.7		The quantitative risk modelling methods (e.g. International Association of Lighthouse Authorities (IALA) Waterway Risk Assessment Program (IWRAP) and encounter modelling) used to assess collision and allision risk are appropriate.	Agreed in meeting 17/09/24.	Agreed
MCA.SN.8		The navigation simulations were appropriate for informing Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060).	Agreed in meeting 17/09/24.	Agreed
MCA.SN.9		The Hazard Workshops were undertaken allowing adequate stakeholder input into the risk assessment and are reflected within the Navigational Risk Assessment conclusions set out in section 1.11 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060).	Agreed in meeting 17/09/24.	Agreed
MCA.SN.10		All relevant cumulative projects have been identified and are included within the shipping and navigation assessment.	Agreed in meeting 17/09/24.	Agreed

Maximum Design Scenario and Layout Principles

MCA.SN.11	Maximum Design Scenario	The assessment of effects has been undertaken based on an appropriate maximum design scenario (worst case assessment of proposed DCO limits) for shipping and navigation. See Table 7.16 in Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement (APP-025).	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.12	Layout Principles	The layout principles including minimum turbine spacing and lines of orientation (Volume 1, Chapter 3: Project Description of the Environmental Statement) (APP-010) are consistent with MGN654.	Condition 20(a)(ii) allows for up to 125 m turbine or platform micro-siting which is a significant increase from the standard 50 m. Such an increase has not been discussed and is a concern to MCA as there are potential impacts on SAR access and operations.	Ongoing point of discussion

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Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
Navigational Risk Assessment (NRA)				
MCA.SN.13	Assessment of the effects from the Morgan Generation Assets alone (NRA)	All hazards and impacts identified as relevant to the Morgan Generation Assets have been assessed within the shipping and navigation assessment.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.14		The potential effects identified within Volume 2, Chapter 7: Shipping and Navigation of the Environmental Statement (APP-025) represent a comprehensive list of potential effects on shipping and navigation from the Morgan Generation Assets.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.15		All navigational safety hazards have been assessed as either Broadly Acceptable or Tolerable (if As Low As Reasonably Practicable (ALARP)) and there are no unacceptable navigational safety hazards.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.16		The mitigation measures described within Table 1.9 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) are appropriate. Further mitigation measures identified (but not adopted) in Table 1.42 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) would be disproportionate and therefore all risk hazards scored as medium can be considered ALARP with the proposed risk control measures.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.17		The Morgan Generation Assets would not interfere with the use of recognised sea lanes essential to international navigation (Traffic Separation Schemes).	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.18		The impact assessment conclusions for search and rescue and emergency response are consistent with MGN654 subject to the agreement of post-consent plans with the MCA as secured within the draft DCO.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.19		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) would not be significant in EIA terms with proposed mitigation measures in place.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
Cumulative Regional Navigational Risk Assessment				
MCA.SN.20	Assessment of the effects from the Morgan Generation Assets cumulatively (excluding Moir Vannin Offshore Wind Farm Scoping Boundary (CRNRA))	All hazards and impacts identified as relevant to the Morgan Generation Assets in combination with cumulative projects (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed within the shipping and navigation assessment.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.21		All navigational safety hazards relating to the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed as either Broadly Acceptable or Tolerable (if ALARP) and there are no unacceptable navigational safety hazards.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.22		The mitigation measures described within Table 1.9 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) are appropriate. Further mitigation measures identified (but not adopted) in Table 1.42 of Volume 4, Annex 7.1: Navigational Risk Assessment (APP-060) would be disproportionate and therefore all risk hazards scored as medium relating to the cumulative scenario (excluding Moir Vannin) can be considered ALARP with the proposed risk control measures.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.23		The Morgan Generation Assets in combination with cumulative projects (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) would not interfere with the use of recognised sea lanes (NPS EN-3, paragraph 2.8.326-7) essential to international navigation.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.24		The Morgan Generation Assets in combination with cumulative projects (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) could have potential significant effects on lifeline ferry services between Liverpool and Douglas, Heysham and Douglas, Heysham and Belfast, and Liverpool and Belfast.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
MCA.SN.25a		The impact assessment conclusions for search and rescue and emergency response are consistent with MGN654 subject to the agreement of post-consent plans with the MCA as secured within the draft DCO.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.25b		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (excluding Moir Vannin) would not be significant in EIA terms with proposed mitigation measures in place.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.26	Assessment of the effects from the Morgan Generation Assets cumulatively (including Moir Vannin Offshore Wind Farm Scoping Boundary (CRNRA) Appendix D (APP-060))	All hazards and impacts identified as relevant to the Morgan Generation Assets in combination with cumulative projects (including Moir Vannin Scoping Boundary) have been assessed within the shipping and navigation assessment.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.27		Allision and collision risk hazards between the Morgan Array Area and Moir Vannin Scoping Boundary could be unacceptable based on the findings of the Cumulative Regional Navigational Risk Assessment Appendix D (APP-060).	Agreed based on MCA's written representation submitted at Deadline 1	Agreed
MCA.SN.28		The Morgan Generation Assets in combination with cumulative projects (including Moir Vannin Offshore Wind Farm Scoping Boundary) would not interfere with the use of recognised sea lanes (NPS EN-3, paragraph 2.8.326-7) essential to international navigation.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.29		The Morgan Generation Assets in combination with cumulative projects (including Moir Vannin Offshore Wind Farm Scoping Boundary) could have potential significant effects on lifeline ferry services between Liverpool and Douglas, Heysham and Douglas, Heysham and Belfast, and Liverpool and Belfast. The Applicant is engaging with the affected operators on the residual effects.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	The MCA's Position	Status
MCA.SN.30		There remains uncertainty as to the precise location of the Moor Vannin Offshore Wind Farm within the Scoping Boundary and the Applicant notes that they are now in the process of refining and finalising its design envelope through their shipping and navigation studies. This process is being progressed by the proponent of the Moor Vannin project and as such is not within the control of the Applicant.	To be reviewed following Applicant's response to MCA Written Representation after Deadline 2. The gap between Morgan Generation Assets and Moor Vannin is not sufficient.	Ongoing point of discussion
MCA.SN.31a		The impact assessment conclusions for search and rescue and emergency response are consistent with MGN654 subject to the agreement of post-consent plans with the MCA as secured within the draft DCO.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
MCA.SN.31b		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (including Moor Vannin Scoping Boundary) would not present an unacceptable risk to, or interference with, human health and public safety with proposed mitigation measures in place.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24.	Agreed
Draft Development Consent Order				
MCA.DCO.1	Mitigation/ management measures	The wording of conditions relevant to navigational safety within Schedule 3 and Schedule 4 of the draft DCO (AS-003) are appropriate and adequate.	To be reviewed following Applicant's response to MCA Written Representation after Deadline 2.	Ongoing point of discussion
MCA.DCO.2	Safety Zones	The principles of proposals for safety zones as set out within Document J5: Safety zone statement (APP-106) are appropriate.	Agreed based on MCA's written representation submitted at Deadline 1 and confirmed in meeting 10/10/24 – noting that the Applicant will not apply for 50 m operational safety zones.	Agreed