

MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Statement of Common Ground between Morgan Offshore Wind Limited and Corporation of Trinity House of Deptford Strond

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Image of an offshore wind farm

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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
CRNRA	Cumulative Regional Navigation Risk Assessment
EIA	Environmental Impact Assessment
IALA	International Association of Lighthouse Authorities (
MCA	MCA Maritime and Coastguard Agency
MNEF	Marine Navigation Engagement Forum
NPS	National Planning Statement
NRA	Navigation Risk Assessment
OSP	Offshore Substation Platform
SoCG	Statement of Common Ground
IWRAP	Waterway Risk Assessment Program

1 Statement of Common Ground between Morgan Offshore Wind Limited and Trinity House

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 Trinity House, 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 Trinity House 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 Trinity House’s remit

1.1.2.1 The Corporation of Trinity House of Deptford Strond, also known as Trinity House, is the official authority for lighthouses and aids to navigation in England, Wales, the Channel Islands and Gibraltar. The role of Trinity House as a General Lighthouse Authority under the Act includes the superintendence and management of all lighthouses, buoys and beacons within its area of jurisdiction. The elements of the Morgan Generation Assets which may affect the interests of Trinity House 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 Trinity House:

Assessment and proposed mitigation of effects on:

- Shipping and navigation (EIA, NRA, CRNRA)
- Draft DCO and Outline Plans.

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.

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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 accordance with discussions between the parties, the SoCG is focused on those issues raised by Trinity House 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 Trinity House 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 log presents the updated position reached at 12 November 2024 (Deadline 3).

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	Agreement status
Shipping and navigation (EIA, NRA, CRNRA)	Agreed (or deferred to the MCA)
Draft DCO and Outline plans	Ongoing point of discussion.

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1.3 Summary of consultation

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

Table 1.2: Summary of pre-application consultation with Trinity House.

Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
Scoping opinion				
22/07/2022	Scoping opinion	Trinity House	Statutory	<ul style="list-style-type: none"> • Assessment approach MGN654 compliance • Cumulative impacts to be assessed • Additional and impacts to existing Aids to Navigation • Decommissioning Plan • Export cable corridor marking and protection.
Statutory (Section 42) consultation				
02/06/2023	Section 42 consultation	Trinity House	Statutory	<ul style="list-style-type: none"> • Requirements for marking, lighting and notification.
Marine Navigation Engagement Forum (MNEF)				
10/11/2021	Meeting 1	Trinity House	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	Trinity House	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	Trinity House	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.
08/02/2024	Meeting 6	Trinity House	Non-statutory	<ul style="list-style-type: none"> • Project update • Update on assessment work undertaken since MNEF 5 and consideration of Mooir Vannin Offshore Wind Farm) • DCO application process • Planned activities and next steps. • Cumulative assessment approach and progress

Shipping and navigation consultation

01/02/2022	Meeting	Trinity House	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.
03/10/2022	Meeting	Trinity House	Non-statutory	<ul style="list-style-type: none"> • Online webinar to run through the approach and process for the Hazard workshop with all shipping and navigation stakeholder attendees.
10/10/2022 – 11/10/2022	Meeting	Trinity House	Non-statutory	<ul style="list-style-type: none"> • Morgan Generation Assets Hazard Workshop.
18/12/2023	Meeting	Trinity House	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 Trinity House

Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
03/06/2024	Relevant representation	Trinity House	Statutory	Relevant representations of Trinity House.

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Date	Form of consultation	Stakeholder	Statutory or non-statutory engagement	Summary of consultation
19/09/2024	Meeting	Trinity House	Non-statutory	Initial discussion on SoCG content and scope.
02/10/2024	Email correspondence	Trinity House	Non-statutory	Comments received on draft DCO/DML (Schedules 3 and 4).
01/11/2024	Meeting	Trinity House	Non-statutory	Review and update of SoCG for Deadline 3

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	Trinity House Position	Status
Environmental Impact Assessment, Plans and Policies, Navigational Safety				
TH.SN.1	Policy and planning	The assessment has identified all appropriate plans and policies relevant to shipping and navigation and has given due regard to them within the assessment.	Agreed in meeting 19/09/24.	Agreed
TH.SN.2	Consultation	Trinity House have been adequately consulted on shipping and navigation matters to date.	Agreed in meeting 19/09/24.	Agreed
TH.SN.3	Surveys	The vessel traffic surveys were conducted in accordance with Marine Guidance Note (MGN) 654 (MCA, 2021), and therefore suitable for assessment.	Defer to MCA.	n/a
TH.SN.4	Baseline environment	Sufficient primary and secondary data has been collated to appropriately characterise the baseline environment.	Defer to MCA.	n/a
TH.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.	Agreed in meeting 19/09/24.	Agreed
TH.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.	Agreed in meeting 19/09/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
TH.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 and align with relevant guidance.	Agreed in meeting 19/09/24.	Agreed
TH.SN.8		The Hazard Workshop was 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 19/09/24.	Agreed
TH.SN.9		Relevant cumulative projects have been identified and are included within the shipping and navigation assessment.	Agreed in meeting 19/09/24.	Agreed
TH.SN.10		The assessment of effects within Volume 2, Chapter 7: Shipping and navigation (APP-025) has been undertaken based on an appropriate maximum design scenario for shipping and navigation.	Agreed in meeting 19/09/24.	Agreed
Navigational Risk Assessment (NRA)				
TH.SN.11	Assessment of the effects from the Morgan Generation Assets alone	Hazards and impacts identified as relevant to the Morgan Generation Assets have been assessed within the shipping and navigation assessment.	Agreed in meeting 19/09/24.	Agreed
TH.SN.12		The potential effects identified within Volume 2, Chapter 7: Shipping and navigation (APP-025) represent a comprehensive list of potential effects on shipping and navigation from the Morgan Generation Assets.	Agreed in meeting 19/09/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
TH.SN.13		All identified hazards have been assessed as either Broadly Acceptable or Tolerable (if As Low As Reasonably Practicable (ALARP)) and there are no unacceptable hazards.	Agreed in meeting 19/09/24.	Agreed
TH.SN.14		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 medium risk hazards can be considered ALARP without the need for additional risk control measures.	Agreed via correspondence 30/09/24.	Agreed
TH.SN.15		The Morgan Generation Assets would not interfere with the use of recognised sea lanes essential to international navigation (Traffic Separation Schemes).	Defer to MCA	n/a
TH.SN.16		The Morgan Generation Assets could have potential significant effects on lifeline ferry services between Liverpool and Douglas. Impacts on other ferry services and strategic routes are minor and not considered to have significant operational impacts.	Defer to MCA.	n/a
TH.SN.17		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.	Defer to MCA.	n/a

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
Cumulative Regional Navigational Risk Assessment (CRNRA)				
TH.SN.18	Assessment of the effects from the Morgan Generation Assets cumulatively excluding Moir Vannin Offshore Wind Farm Scoping Boundary	Hazards and impacts 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 in meeting 19/09/24.	Agreed
TH.SN.19		All identified 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 hazards.	Agreed in meeting 19/09/24.	Agreed
TH.SN.20		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 medium risk hazards relating to the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) can be considered ALARP without the need for additional risk control measures.	Agreed via correspondence 30/09/24.	Agreed
TH.SN.21		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 essential to international navigation (Traffic Separation Schemes).	Defer to MCA	n/a

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
TH.SN.22		The Morgan Generation Assets in combination with cumulative projects (excluding Moor 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. Impacts on other ferry services and strategic routes are minor and not considered to have significant operational impacts.	Defer to MCA	n/a
TH.SN.23		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (excluding Moor Vannin Offshore Wind Farm Scoping Boundary) would not be significant in EIA terms with proposed mitigation measures in place.	Defer to MCA	n/a
TH.SN.24	Assessment of the effects from the Morgan Generation Assets cumulatively including Moor Vannin Offshore Wind Farm Scoping Boundary	Hazards and impacts identified as relevant to the Morgan Generation Assets in combination with cumulative projects (including Moor Vannin Offshore Wind Farm Scoping Boundary) have been assessed within the shipping and navigation assessment.	Agreed in meeting 19/09/24.	Agreed
TH.SN.25		Allision and collision risk hazards between the Morgan Array Area and Moor Vannin Scoping Boundary were assessed through the CRNRA addendum as unacceptable. All other hazards relating to the cumulative scenario (including Moor Vannin Scoping Boundary) have been assessed as either Medium Risk – Tolerable if ALARP or Broadly Acceptable.	Agreed in meeting 19/09/24.	Agreed

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
TH.SN.26		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 to address the potential navigational safety impacts of the Morgan Generation Assets. The Applicant expects any required further mitigation measures for the safety of navigation to be implemented by Moir Vannin Offshore Wind Limited.	Trinity House does not feel it is entirely accurate to say that the further mitigation measures identified are "disproportionate" (noting TH.SN.25), but instead believe that they are outside of the control of the project e.g. traffic routeing and radio control of vessels.	Agreed
TH.SN.27		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 essential to international navigation (Traffic Separation Schemes).	Defer to MCA	n/a
TH.SN.28		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. Impacts on other ferry services and strategic routes are minor and not considered to have significant operational impacts.	Defer to MCA.	n/a

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Reference Number	Discussion point	Applicant's Position	Trinity House Position	Status
TH.SN.29		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (including Moir Vannin Scoping Boundary) would not be significant in EIA terms with proposed mitigation measures in place.	Defer to MCA.	n/a

Draft DCO, Outline Plans and other Principles

TH.SN.30	Draft conditions	<p>The wording of conditions relevant to navigational safety within Schedules 3 and 4 of the draft Development Consent Order (AS-003) are appropriate and adequate.</p> <p>The Applicant received comments from Trinity House 02/10/2024 and updated the draft DCO at Deadline 2 (REP2-002) to incorporate Trinity House comments:</p> <ul style="list-style-type: none"> • Business days has been removed from definitions. • Notification requirements has been changed from 7 to 14 days. • The correct reference to Condition 16 has been changed in Schedule 4, Condition 20(1)(g). 	Trinity House are content with draft DCO (REP2-002) as submitted at Deadline 2, however the parties agree that TH.SN.30 will remain as an ongoing point of discussion subject to the final deadline in case it is necessary to engage on any additional revisions to the draft DCO beyond version REP2-002.	Ongoing point of discussion
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