



Hearing Transcript

Project:	Morgan Offshore Wind Project Generation Assets
Hearing:	Issue Specific Hearing 2 (ISH2)
Date:	26 November 2024

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FULL TRANSCRIPT (with timecode)

00:00:05:05 - 00:00:20:12

Good morning. It's now 10 a.m., and it's time for this hearing to begin. Can I just confirm that everybody can hear me clearly. Okay. Can I confirm with the case team that the live streaming and recording of this event has commenced?

00:00:22:25 - 00:00:48:26

I'd like to welcome you all to this second issue specific hearing for the application made by Morgan Offshore Wind Limited, who we will refer to as the applicant for an order granting development consents for the Morgan Offshore Wind Project generation assets. My name is Susan Hunt, and I'm a charter town planner and a planning inspector. I've been appointed by the Secretary of State as the lead member of the panel to examine this application.

00:00:53:22 - 00:01:00:18

Good morning everybody. My name is Janine Leyva. I'm also a chartered town planner and an inspector and appointed to examine this application.

00:01:02:00 - 00:01:07:27

Good morning. My name is Stephen Bradley. I'm also appointed by the Secretary of State as a member of this examining authority.

00:01:11:02 - 00:01:42:18

Together, we constitute the examining authority for this application, and we will be reporting to the Secretary of State for Energy Security and net zero, with a recommendation as to whether the development consent order should be made. You will also hear us referred to as the Exa. The case manager for this project is Simon Ray woods. He's here in Liverpool today, supported online by the case team. And you can contact a member of the case team if you've got any queries about the examination process, any any technical matters or help at today's event.

00:01:43:18 - 00:02:01:02

A few housekeeping matters for those attending in person and have one. Please remember to set all their devices and phones to silence. We're not aware of any fire alarm tests or other drills today. In the event of an alarm, please exit via the main stairs and congregate outside in Queens Square.

00:02:04:03 - 00:02:37:04

Today's hearing is being undertaken as a blended event, meaning some of you are present with us at the hearing venue here in Liverpool and some of you are joining us virtually using Microsoft Teams.

If you're participating virtually and wish to speak at relevant points in the proceedings, please use the raise hand function. There may be a delay before we see it, so please wait to be invited to speak and then turn on your camera and microphone. If you don't manage to raise the points at the relevant points in the agenda, there will be an opportunity to do so towards the end of the hearing.

00:02:38:21 - 00:03:07:07

A recording of today's hearing will be made available on the project page of the National Infrastructure Project website as soon as possible, and this will also include a transcript. Therefore, please ensure every time you speak clearly, every time you speak, speak clearly into the microphone stating your name and who you represents. And this needs to be done every time you speak for the benefit of the recording and the transcript. And please switch your microphone and cameras off when you're finished speaking. To avoid interference,

00:03:09:00 - 00:03:39:01

you need to be aware that you're recording will be retained by the planning inspector. At five years, it forms a public record that contains your personal information, switch to general data protection regulations apply, and a link to the planning Inspectorate's Privacy Notice was provided in our rule six letter, and I assume that everyone here today has familiarize themselves with the document which establishes how your personal data is handled. And I'll now hand over to Mr. Slava to go through the participants for the hearing today.

00:03:40:27 - 00:04:11:08

Thank you. Give me a second. Let's bring this a bit closer. So Case Team has provided me with a list of interested parties who have expressed the wish to participate today when I call your organization's name, please can the lead speaker introduce themselves, stating their name and confirming which agenda item or items they wish to speak on, or may wish to speak on and how they would like to be addressed i.e. Mrs. Doctor, etc.. Um could speak as please remember to switch off their microphones also.

00:04:11:14 - 00:04:16:14

Can I start with the lead speaker for the applicant please to introduce themselves and the rest of their team.

00:04:17:19 - 00:04:45:15

Good morning madam. My name is Patrick Monroe. I'm a director of Burgess Salmon and we are representing the applicant in connection with this development consent order application. And at this hearing today, I'm joined by a number of my colleagues to my right to representing the applicant and will speak to agenda item three. We may then switch some of the team members throughout the day for other agenda items, and I'll ask them to introduce themselves at the relevant point, and I'll pass my right and ask my colleagues to introduce themselves now ahead of agenda item three, if that's okay. Thank you.

00:04:47:04 - 00:04:57:09

Good morning madam. Uh, my name is Liz Dunn. I'm a partner at Burgess Salmon. Um, I'm also representing the applicant, Morgan Offshore Wind Limited. Good morning madam. My name is.

00:04:57:11 - 00:05:03:04

Mrs. Rosie Howitt. I'm representing the applicant. I'm the offshore human consent lead.

00:05:04:18 - 00:05:11:27

And good morning, I'm Doctor Andrew Rawson, um, working for Nash Maritime. We undertook the shipping and navigation assessment on behalf of the applicant.

00:05:14:20 - 00:05:19:27

Good morning. I'm Captain Dominic Bell, principal master mariner, with Brooks Bell, on behalf of the applicant.

00:05:21:28 - 00:05:25:02

Thank you, sir. Everybody. Miss Monroe, for the time being. Yes, that.

00:05:25:04 - 00:05:25:27

Is, thank you, thank.

00:05:25:29 - 00:05:26:14

You.

00:05:29:01 - 00:05:41:09

Okay, so move on to other organizations and individuals who have given notice of their intention to participate. And I shall work through these in alphabetical order. Um, can I hear from the lead speaker for BAE systems, please?

00:05:42:29 - 00:05:55:02

Good morning. My name is Graham Waller of DLP planning, representing BA systems. Um, three colleagues from BA systems here today. Um, they can introduce themselves, please.

00:05:56:10 - 00:06:01:18

Good morning. I'm Miss Helen Tinsley, legal counsel at BAE Systems Marine Limited.

00:06:03:11 - 00:06:07:26

Good morning. I'm Mr. Paul Pendleton Brown, manager of air traffic services at Warner air drone.

00:06:10:03 - 00:06:17:01

Good morning, Mr. Christopher Burkett. And I am the senior air traffic control officer for BA systems here operating out of Warton Aerodrome.

00:06:18:19 - 00:06:24:19

Thank you very much. Um, we had some other colleagues for BAE systems. Presumably they're not participating.

00:06:25:16 - 00:06:33:08

I believe one is participating online, and and two? Two aren't. Um, I think that's correct.

00:06:35:17 - 00:06:40:00

Does your colleague, who is supposed to be online wish to introduce themselves? I'm not sure if they.

00:06:44:03 - 00:06:47:03

Want or not. Hi. So, um, it's.

00:06:47:05 - 00:06:47:20

Jessica.

00:06:47:22 - 00:06:48:07

Curtis.

00:06:48:09 - 00:06:59:05

So I'm actually attending, on behalf of, um, two legal councils that aren't able to introduce themselves today. Um, but I'm just going to be non-speaking participants, so I'll just be taking notes on their behalf.

00:06:59:28 - 00:07:01:16

Okay. Thank you very much, Miss Curtis.

00:07:01:24 - 00:07:02:13

Thank you.

00:07:04:11 - 00:07:11:16

So on to the Isle of Man government. Do we have any speakers for those, please?

00:07:13:22 - 00:07:29:29

Hello? Yeah. Uh, my name is Richard Armitage. I'm representing the Territorial Seas Committee of the government. We're hoping to have somebody a specialist for the shipping and navigation on as well, but, um, they currently have not joined, but I'm trying to get hold of them.

00:07:31:08 - 00:07:33:22

Okay. Thank you very much. Thank you, Mr. Armitage.

00:07:35:19 - 00:07:39:21

Do we have a representative for the Isle of Man Steam Packet Company?

00:07:43:23 - 00:07:50:12

Good morning. My my name is, uh, Robert Hunter. I'm the marine manager for the Steam Packet Company. I'm on online on teams.

00:07:52:23 - 00:08:02:24

Also with me, who's just currently stepped out of the room is, uh, Tom Turner. He's the fleet operations manager for the Online Steam Packet Company also. But he's registered on teams also.

00:08:03:11 - 00:08:05:03

Great. Thank you very much.

00:08:07:24 - 00:08:12:14

Do we have a representative of the Maritime and Coastguard Agency?

00:08:14:06 - 00:08:21:09

Good morning, Mr. James. Mr. Nick Sultan the offshore renewables league for the maritime coastguard Agency here for agenda item number three.

00:08:22:15 - 00:08:32:25

Thank you very much, Mr. Salter. Now on to Morecambe Offshore Wind Limited. I believe we have a Mr. West. Mr. Gardner.

00:08:34:16 - 00:08:50:10

Good morning madam. My name is Oliver Gardner. I'm the consent lead for the Morecambe Offshore Wind Farm Limited, representing the Generation Assets Project. I'm here representing the project today, and we don't intend to speak, but we have an interest in. Items three through to seven.

00:08:52:04 - 00:08:56:16

3 to 7. Thank you very much. And Mr. West?

00:09:00:07 - 00:09:04:04

I think he might join. He'll be joining us, possibly for tomorrow's meeting rather than today's.

00:09:06:15 - 00:09:07:07

Okay.

00:09:09:04 - 00:09:09:19

Thank you.

00:09:11:18 - 00:09:17:00

And who would be representing the Orsted IPPs today please?

00:09:21:03 - 00:10:03:00

Good morning madam. My name is Mr. Collins and I'm a partner in the law firm of Shepherd and Wedderburn. And I'm at this morning I represent, uh, Barrow Offshore Wind Limited, Orsted UK limited, extension limited, Walney UK offshore wind farms limited only extension limited and more wind limited. Um, in terms of matters, it's likely to be item number four, which we have, uh uh uh, an issue uh, and raising we have other issues that are on the agenda, but we understand that the, the agenda is really directed towards very specific matters, and we're happy to rest really with our written submissions in respect of other matters.

00:10:04:13 - 00:10:13:10

Okay. Mr. Innis, thank you very much. You obviously, you're willing you're able to participate on any item on the agenda. If you feel you wish to speak, just use the raise hand function.

00:10:14:03 - 00:10:15:13

Okay. Thank you very much, madam.

00:10:16:04 - 00:10:17:02

Thank you.

00:10:18:17 - 00:10:22:11

Now next on my list is the Scottish Fishermen's Federation.

00:10:26:22 - 00:10:27:21

Do we have a representative?

00:10:27:23 - 00:10:28:08

Yes.

00:10:28:25 - 00:10:50:14

Yes. Uh. Good morning. My name is Mr. Mohammad Faheem Hashimi. Uh, I am offshore energy policy manager for the Scottish Fishermen's Federation. And you can call me by my last name or mid name. So I will be speaking on, uh, agenda item six. Uh commercial fisheries.

00:10:51:22 - 00:10:53:01

Thank you very much.

00:10:55:04 - 00:10:59:06

Now Southwest sea products, do we have a representative?

00:11:02:01 - 00:11:15:10

Yes. Good morning. My name is Stuart King of West Coast Sea Products, and I will be representing along with him on matters concerning commercial fisheries. Chapter six. Thank you.

00:11:16:04 - 00:11:22:02

Sorry, I when I introduced that, I said Southwest Sea products but it's West Coast Sea products. Is that what you said?

00:11:22:18 - 00:11:27:08

Yes, that's indeed correct. Yeah I didn't I didn't want to, but I do. Thank you.

00:11:27:10 - 00:11:37:24

Thank you very much. Um, and lastly, do we have a representative for Stena Line? I don't believe so, but just wanted to check because they are on my list.

00:11:42:05 - 00:11:52:22

Nope. Okay. Is there anybody else that I haven't covered? From interested parties who may wish to speak or just participate today virtually or in the room.

00:11:56:24 - 00:11:59:20

I have a raised hand. Is that Mr. Armitage? Have you?

00:12:01:00 - 00:12:01:25

Yes. Your hands.

00:12:01:27 - 00:12:02:12

Raised.

00:12:02:25 - 00:12:10:28

Yeah. I was just going to raise, um. One of my colleagues was just about to join us. He has just been admitted. Um, uh, Mr. Dave Goodman.

00:12:13:22 - 00:12:18:25

Okay. Mr. Goodman, you want to come on and just introduce yourself?

00:12:19:26 - 00:12:35:19

Good morning. Uh, thank you very much. Uh, I know David Goodman. I'm director of harbours, uh, for the Isle of Man. Um, and I actually, um, work for the Department of Infrastructure over here. And as such, we manage to look after sea surface agreement. So responsible of shipping going to from.

00:12:35:21 - 00:12:36:06

The Isle.

00:12:36:08 - 00:12:36:23

Of Man.

00:12:37:05 - 00:12:42:25

Okay, so you would be participating for this morning on the shipping and navigation section, presumably.

00:12:42:27 - 00:12:44:02

That's correct. Yes. Okay.

00:12:44:19 - 00:13:03:00

Thank you very much. Thank you. So if there's anybody else in the room or attending remotely who wishes to speak today, then they could just raise their hand or give an indication in the room if they wish to speak. Um, at any point in the proceedings, I've could direct that to the person who's chairing the item

00:13:04:22 - 00:13:10:09

now. I think that concludes this item of the agenda will hand over to Mrs. Hunt. Thank you.

00:13:12:05 - 00:13:54:24

Thank you. The purpose of this second issue specific hearing is to examine orally the information submitted by the applicant and by interested parties to help us make our recommendation to the Secretary of State. The hearing will be a structured discussion which is led by us as the examining authority. And we'll see Termination is primarily a written process. The purpose of the hearing is to enable you to answer any questions that we may have, which we consider will benefit from oral discussion, and we also encourage parties to take the opportunity of being gathered for the hearing to have side discussions outside the hearing, with an aim to resolve outstanding matters as early as possible.

00:13:56:06 - 00:14:31:12

The agenda for the hearing is as published on the 15th of November, and that's um, examination library reference EV 4001. And it broadly follows the provisional content which we notified on the 29th of October. So the main purpose is set down in the agenda, and it's to undertake an examination of various environmental matters, as well as issues affecting other offshore infrastructure and sea users. And depending how the discussion pans out today, we may add other issues for consideration as we progress.

00:14:33:12 - 00:15:03:20

The hearing will include an examination of responses that we received at deadline three, which was on the 12th of November. And though those were two, our first set of written questions. And while we do expect comments on those responses and to our first written questions and deadline for which is 10th of December, we may ask parties to summarize some of their responses to those submissions at the hearing today.

00:15:05:06 - 00:15:40:05

So if you could have a copy of the agenda published is in front of you because we will not be displaying it on the screen. You'll see the main issues for discussion relate to shipping and navigation, other offshore infrastructure and sea users, and that includes consideration of existing and proposed offshore wind farms in the Irish Sea. Coexistence and cumulative effects. Aviation and road are commercial fisheries. Ecology matters and finally the Draft Development Consent Order and deemed marine licenses.

00:15:41:04 - 00:16:04:26

We aim to adjourn for a lunch break at around 1:00, and there will be an opportunity for other comfort breaks mid morning and mid afternoon. The timings of those will depend on progress. We will adjourn the hearing at suitable points, likely to be around 5 p.m. and we'll recommence tomorrow. We'll reassess the timings and topics which will be continued tomorrow, probably after lunch today.

00:16:07:06 - 00:16:33:17

With a view to speeding up resolution of issues where possible, we will ask for actions arising to be responded to where possible at deadline for and we would like the applicant and the interested parties to take specific notes of these as the hearing progresses and towards the end of the hearing at item nine, there will be an opportunity to raise any other matters and to clarify any action points that may have been requested.

00:16:35:09 - 00:17:07:03

We're familiar with the documents that have already been submitted. You don't need to repeat at length or read out in full something that's already been submitted. And if you do refer to information that's already before us, please give the appropriate examination library reference. And if your response is going to be lengthy. Please let us know if you prefer to respond in writing at deadline for us. Additionally, can we remind you if you use an abbreviation or acronym, please give the full title.

00:17:07:05 - 00:17:22:12

There will be people watching today or watching the live stream that may not be as familiar with the application or the documents as you are. And also to remind everyone that any questions need to be directed through ourselves and no cross-examination is permitted.

00:17:24:15 - 00:17:33:07

Are there any questions Students relating to the practical arrangements for today or the agenda. Before we move on to item three.

00:17:36:03 - 00:17:36:20

No.

00:17:38:09 - 00:17:43:13

Okay. I'll now pass over to Mr. Bradley, who's dealing with shipping and navigation. Thank you.

00:17:44:14 - 00:18:34:28

Thank you. So this is going to be taking up the whole of the morning. Uh, firstly item three A, which is effects on navigational safety. But the particular focus of this session is on the transition from English waters to Isle of Man waters. So we have questions for the TSC about their submissions made at deadline three. Uh, and um, we want to start by recognising that the cumulative effects assessment presented in the application by the applicant, uh, is that the proposed development, together with the proposed more running offshore wind farm development and other proposed developments would result in unacceptable residual navigational risk as currently configured.

00:18:36:05 - 00:18:48:14

Um, I think for simplicity, from now on we'll use the acronyms MV for more Vernon and NRA for navigational risk assessment and WFA of farm.

00:18:50:01 - 00:19:02:26

Now, this cumulative effects assessment creates a substantial issue for the ECAs recommendations to the Secretary of State. Um, and again from now on I'll use the acronym SOS.

00:19:05:05 - 00:19:37:05

Although the Isle of Man government has confirmed the examination that it will be treating environmental impact matters of the two developments under English regulations for navigational matters, however, we also need to consider that we have a transboundary impact to consider. The Isle of Man has a separate legal policy and policy system, even if it's bound by adherence to the same international conventions and regulations for shipping and navigation.

00:19:39:10 - 00:20:09:16

So there's a different consideration to be taken into account by the Xa. If the proposed development, Morgan were to be consented before the Morvern, and proposed development, which is currently intended to be the case. But that would be a very different situation as regards navigational risk if the reverse sequence were to take place. Now I emphasise that the Xa makes no prejudgment on this matter,

00:20:11:13 - 00:20:37:18

but it's something that we want to spend some time on, uh, towards the end of the morning. And we also need to clarify, particularly whether the potential presence of the proposed MV O If is the only cause of the assessment of unacceptable cumulative navigational risk. So we'll need to take this part of the agenda through a in stages.

00:20:39:18 - 00:20:46:07

I think we'll hope to get to the end of three A by the time we take a break in the mid morning, but that may not be possible. We'll see how we go.

00:20:48:12 - 00:21:07:22

First, I'm going to ask questions to the applicant and his team to assist the Xa, to check that we've understood the submissions correctly and understand some assumptions underlying the cumulative NRA, uh, effects assessment.

00:21:10:14 - 00:21:21:11

So we'll then move on to invite the TSC and the MCA to respond. And then we'll give other IPPs the opportunity to comment or to submit any other evidence.

00:21:24:18 - 00:21:42:01

So we're going to conclude this item three with the discussion of how any unacceptable residual cumulative navigational risk could be made tolerable by reduction to as low as reasonably practicable. And we'll use the acronym up from now on.

00:21:44:10 - 00:21:54:16

And most importantly, how we can make a recommendation to the SOEs on whether or how a robust DCO can be made that would not be vulnerable to challenge.

00:21:57:01 - 00:22:06:25

Could we start by having on screen figure 7.3 from up O25, titled Vessel Traffic Survey.

00:22:09:07 - 00:22:15:11

Um, Mr. Munro, who will speak for the applicants on this part of the agenda.

00:22:16:00 - 00:22:24:15

Is done on behalf of the applicant. Um, I will be leading, um, this session. Um, with assistance from Mr. Rawson and from Miss Howard.

00:22:24:27 - 00:22:25:12

Thank you.

00:22:29:14 - 00:22:59:23

So, just to preface the questions, if there are any questions on which you're unsure of the answers or need to confer. Uh, do feel free to defer and will answer in writing by deadline for. So if we, um, move to this, the first question is to explain to the hearing what this figure is illustrating, what the track's color coded purple and blue represent, and the survey periods for each part of the figure.

00:22:59:25 - 00:23:06:25

Now, this is just really so that we've we're all on on the same level of understanding of the the figure.

00:23:12:21 - 00:23:49:26

Andrew Ross, on behalf of the applicant. Um, yes, if I could, if I could take pick this up. Um, what you're seeing is the results of two of our vessel traffic surveys undertaken for for Morgan generation assets. So, under marine guidance no. Six by four, which is the primary guidance set by the Maritime and Coastguard Agency for undertaking navigation risk assessments, they, um, recommend that two vessel traffic surveys, consisting of 14 days each, are undertaken that are seasonally representative, and that forms one of the key data sets behind the navigation risk assessment.

00:23:50:10 - 00:24:32:03

I would add that the applicant actually undertook for 14 day bus traffic surveys for Morgan. Um, there was an additional survey targeted specifically trying to pick up a peak fishing season as well. And due to the length of the the NRA, a further top up survey was undertaken. Um um, which is included as an addendum to the navigation risk assessment. So what this particular figure is showing is the vessel traffic collected by our survey vessel, which was roaming around the Morgan Generation assets area during each of those, um, initial 14 day surveys.

00:24:32:17 - 00:25:09:12

Um, the vessel was equipped with um AIS, the Automatic Identification System uh collection, which is carried by most commercial vessels, um, and also radar. So the idea is that it can pick up anything that is there's moving in that area. Um, particularly the smaller fishing boats which may not carry AIS. So that gives us very good coverage of what the vessel traffic, um, activities are in and around the Morgan Array area during, during that period. Um, the two um, insets to this particular plot are showing, um, the 214 day surveys.

00:25:09:18 - 00:25:40:18

So the one on the left is the Winter survey, undertaken in November and December 2021. Um, the colours represent different types of, um, traffic. Um, so the primary, uh, users of that area that, that, um, you pointed out are the ferry routes, um, which are shown in purple or pink? Purple. Um, on there you can see the, um, the Isle of Man Steam packet route between Heysham and Douglas.

00:25:40:27 - 00:26:14:01

Um, which skirts the north eastern boundary of the Morgan Gray area and the what was the sea track and is now sealed route between Heysham and Warrenpoint. Um, uh, along the southern boundary of the um uh array area. Uh, the blue represents the fishing activity and primarily on the left, given the

high density. This is mostly, um, One day fishing boats operating from the Isle of Man targeting the scallop fisheries.

00:26:14:15 - 00:26:50:11

Um, so during our survey period, we we managed to capture one of the key fisheries in that location. Um, but all of that activity is to the to the west of the Morgan Gray area. Um, the figure on the right shows the equivalent summer survey period, which captures less of that, um, day fishing from the Isle of Man, but does capture some fishing in the western area of the Morgan Array area. The, um, ferry trucks are ferry tracks are as shown on the winter survey, but with the addition of the, um, Isle of Man steam packets.

00:26:50:13 - 00:27:23:12

High speed service between Liverpool and Douglas um, which operates between March and November. Um, along the southwestern um boundary of the of the Morgan Gray area. So there are other types of activities, such as what we call tug and service vessels. So that could be anything from a crude transfer vessel to an oil and gas vessel operating in that area. Um, there was very little recreational, which is probably why it's less prominent on that plot, but we were capturing all the other users of that area.

00:27:27:27 - 00:27:57:16

Thank you. And that's very helpful. But we'll have a little bit more information coming out. I think in a moment if we could have on screen now figure 1.14 from app oh 60, which is titled Vessels by Draft and again showing recorded tracks of vessels identified by draft in different colors. Um, please, could you briefly explain again what this figure is illustrating in the period of time covered by this data set?

00:28:15:07 - 00:29:01:29

Andrew Rosson on behalf of the applicant whilst we wait for it to come on the screen. If I just contextualize it, then, um, one of the one of the slight criticisms of the 214 day surveys, whilst it captures everything, they are any snapshots in time. So one of the, um, uh, additions that the applicant put into their own array was to analyse a full year's, uh, EOS data. So whilst it may not capture all the small boats, it captures all of the key commercial activities and particularly looking for the types of activities which occur rarely, such as, uh, adverse weather routing, for instance, which if if the vessel traffic survey was conducted during a benign period, then we wouldn't necessarily go to get a good understanding of that.

00:29:02:01 - 00:29:12:07

So, um, we undertook analysis of this full year. So this is all of 2022, um, which was the most recent full year at the time we, we completed the, the NRA,

00:29:13:24 - 00:29:44:18

um, as part of EIS. Um, there are two types of data. So one of them is dynamic data, which are things like the position and the speed and the course the vessel's going. So that updates very frequently. Um, is linked to automatic systems onboard the vessel. Um, and that allows us to see where and what the vessel is doing. The other set of data set is um, static data, which changes less frequently. So if we take the link for the draft. So this is the effectively the depth of the vessel.

00:29:45:00 - 00:30:09:08

Um, that doesn't change a huge amount. So some of that is entered manually by the ship's crew. Um, so this particular plot is showing the, the draft of the vessel, as indicated by AIS during the entire period of 2022. and we undertook this analysis to try and understand where the deep draught vessels were were operating in the study area.

00:30:12:22 - 00:30:29:05

Thank you. Um, I wonder, could, um, could the person from the applicant team who's operating in slides just indicate the outline of the proposed development with the cursor? That's probably the easiest way. Very good. Thank you.

00:30:30:29 - 00:30:47:14

So, uh, just for the record, that's a dark green line. Um, showing the outline, I think just to check, that is the outline after reduction. Yes. Now.

00:30:51:04 - 00:30:55:09

What's been shown by the yellow tracks overlapping the proposed development?

00:31:00:18 - 00:31:33:09

Andrew Rosson on behalf of the applicant. Um, so the as you say, the lighter the light of the colors go, the deeper the draft of vessels. So the truly deep draft vessels, um, particularly, um, large container ships or cruise ships are typically bound for Liverpool and they will pass the southwest of the Isle of Man and are therefore well clear of the Morgan Gray area. Um, during our analysis period, there were some occasional vessels of deeper drafts, such as cruise ships, which which were operating near or within the Morgan Array area.

00:31:33:19 - 00:32:03:17

Some of the vessels in in close proximity include things like um, uh, geophysical survey vessels. Um, some of the vessels operating there we know are fishing vessels. But part of the entry of draft is a manual process. And that data is not always 100% reliable. So, uh, I think some of those tracks within the Morgan Gray area are likely, um, to be fishing vessels showing a deeper draft, and they actually were.

00:32:07:16 - 00:32:18:06

Um. Again, just for the record, that, um, yellow color, uh, if I understand it correctly, is, uh, vessels of draft between 11 to 14m.

00:32:19:21 - 00:32:23:21

Okay. So quite large vessels. Um, you're I.

00:32:25:22 - 00:32:57:17

Yes. Chapter seven. Uh 025 does indeed reference at section 7.5.3.16. Uh, these larger vessels, uh, some being over 200m, uh, it refers to some sheltering or indeed transferring Liverpool pilots off Douglas in north westerly winds. Could these yellow tracks that you have just been talking about which overlap the proposed development boundary.

00:32:57:19 - 00:33:01:00

Be some of those vessels transferring pilots.

00:33:08:15 - 00:33:46:18

Um, Andrew Rawson, on behalf of the applicant, um, during the survey periods, we did identify, um, some situations. So for for context, where there is a strong uh, northwesterly then the act of pilotage transfer uh towards Liverpool bar can be hazardous to pilots. Um, so one of the ways to mitigate that is to undertake those, uh, those activities in more sheltered waters, which under northwesterly would be offered by, by the Isle of Man. Um, so, yes, there there are some likely some tracks within that of vessels going, um, up to, up towards, um, Douglas.

00:33:46:20 - 00:33:56:29

But it is not a frequent occurrence, such as a daily weekly occurrence. It is only when the conditions are such that that, um, that might be deemed, uh, more suitable.

00:33:58:24 - 00:34:32:17

Understood. Um, it's also worth noting, for the record, that, um, we've spotted that the, uh, October 2023 scoping report for MVT, which is 342, includes that page 71, the consultation response from the Manx Department of Infrastructure, Doi Harbours Division, um, which does indeed warn the MV developer that a 14 day survey may not pick up on the presence of these larger non ferry vessels.

00:34:33:19 - 00:34:40:26

Um, I just want to check it. Am I correct in understanding that this is not an Anchorage?

00:34:45:03 - 00:35:18:04

Andrea Olsen, on behalf of the applicant. Um, so the Mawgan array area would would not constitute an Anchorage, um, the aid offers little shelter, and, um, it's quite some distance from shore. Um, we understand that some vessels do anchor in the approaches to, to to Douglas. Um, but that would likely be some distance from from the Morgan array area. The principal Anchorage within within the shipping navigation study area is actually beyond that ten nautical mile boundary, which is down towards port uh, 0.9 towards, uh, Anglesey.

00:35:18:06 - 00:35:24:13

That's the that's the best and most often used Anchorage, um, for vessels within that region.

00:35:26:07 - 00:35:29:04

Is that in the study area or just outside the studio?

00:35:32:00 - 00:35:46:19

Andrew Robson, on behalf of the applicant, it's it's outside of the ten nautical mile study area shown on that particular figure, but was within the wider cumulative study area for which we analyze the the data. And as is reported within the cumulative regional navigation risk assessment.

00:35:47:11 - 00:35:48:18

Thank you for the clarification.

00:35:50:13 - 00:35:50:28

Um.

00:35:52:25 - 00:36:01:10

Something we can pick up with TSC later, but, um, is there any pilot transfer for, um, Douglas port? Uh, happening at all?

00:36:05:15 - 00:36:27:08

Uh, Dominic Bell, on behalf of the applicant, there are, um, there is a pilotage service, um, within Douglas. It does not apply to the vessels. Uh, the the steam packet vessels, um, which are, um, the, the pilot. So the masters, uh, conduct their own pilotage, but there is a pilotage service within Douglas.

00:36:29:01 - 00:36:37:13

And where is the pilot? Boarding? Pilot transfer, uh, location relative to the proposed development boundary.

00:36:37:29 - 00:36:48:25

Uh, Dominic Bell, on behalf of the applicant, the actual boarding position is within Douglas Bay, not far off the entrance to Douglas Harbour. So well to the the west of the, um, offshore wind farm area.

00:36:49:28 - 00:36:50:14

Thank you.

00:36:59:21 - 00:37:03:18

I think just one last question before moving on. Uh.

00:37:06:19 - 00:37:18:14

Could you just recall for us how your hazard identification considered the presence of occasional large vessels and indeed, what the conclusion of the hazard was?

00:37:24:11 - 00:37:26:26

Andrew Ross, on behalf of the applicant. Um,

00:37:28:13 - 00:38:06:18

just to recall, for examining authority, we undertook two hazard workshops. Um, both of which were supported by navigation simulations and consultation and modeling. Um, in both of those workshops, um, we considered the impacts to to all marine users in the region. So not just the ferries, but also the commercial vessels. Um, such as the cargo and tanker vessels within that region. Um, we, um, sought to present the activities they were taking, which included things like the um, um, the, uh, uh, activities up towards Douglas.

00:38:06:26 - 00:38:39:16

Um, and we considered the movements of those vessels and how they might pass between the Morgan array area and, uh, in addition, the other, uh, proposed tier 1 or 2 tier two projects. Um, the results of that has a workshop and as consensus, as demonstrated through consensus with those that attended,

was that the, um, the risks to those, those um, activities and those types of vessels, um, were medium risk and based on the risk controls that were proposed.

00:38:39:25 - 00:38:47:15

Um, they would be tolerable and as low as reasonably practicable. and consensus was reached on that point at that workshop.

00:38:49:11 - 00:39:14:18

Thank you. Um, you'll be submitting a note of your, uh, your oral submissions after this hearing. But if you could be so kind as to, um, make sure that that notes clarifies, um, this particular point about the larger vessels, the frequency, uh, it's really effectively just an elaboration on your. Yes. Chapter 7.5.3.

00:39:17:04 - 00:39:17:19

Um.

00:39:19:18 - 00:39:55:14

The the the other point, I suppose, which is related to this, is that, uh, if some of those, uh, larger vessels are Liverpool bound in and this is, I think essentially, uh, we're talking about conditions of north westerly winds, essentially where they'll be taking shelter, uh, a, uh, on passage for Liverpool. Then, um, what will the route taken from? Effectively off Douglas, if at all, to, um, Liverpool be will it.

00:39:55:16 - 00:40:01:03

And if you could include that in your your post hairy note though helpful.

00:40:02:02 - 00:40:47:28

Andrew Rawson on behalf the applicant um if I if I could direct the examining authority to figure 1.32 of the NRA, um, within that figure and the relevant section, um, we've sought to, um, isolate those vessels which we believe are undertaking that activity. Um, so I, um, for, for the benefits of time just to describe it, um, all of those tracks that we have identified, um, we would believe would pass to the southwest of the Morgan Array area and in fact, um, without the figures in front of me, I would say 9,095% already passed clear of the Malden Array area, um, on that particular transit.

00:40:48:03 - 00:40:53:25

Um, so the impact on that activity with the Morgan Array area, would we believe B be minor?

00:40:55:06 - 00:40:55:25

Thank you.

00:40:57:19 - 00:41:08:06

So moving on, could we, uh, now have on screen figure 4.3 from app 011, which is the agreement for lease area for the proposed development.

00:41:13:16 - 00:41:48:23

I'm just going to again ask, um, perhaps Doctor Rosen the right person to continue on this, uh, explain the recording, what this is showing. And, uh, if you could please reconfirm the chronology of this change of the proposed development order limits related to the applicant's awareness of the MV agreement for lease, um, plan boundary. Uh, I'm well aware that this has been submitted in writing, but I think it would be helpful for the purposes of this hearing, to just, uh, make a recap on that chronology.

00:41:53:09 - 00:42:33:28

For the applicant. Um, figure 4.3 is showing the, uh, the Irish Sea in the wider context. And the round four bidding area is the large hatched area. So that's the Crown Estate area. Um, the Morgan Agreement for lease area is the green, uh, area with the green boundary. And then the red area is the Morgan array area, as we have submitted with our application. If you look at figure 4.4 on the next page, that presents all of the hard constraints that we had to consider in the Crown states, uh, leasing process.

00:42:34:00 - 00:43:08:11

So, um, that explains that with regards to, um, the Morgan Agreement for lease area, it was limited in various directions as described in the site selection chapter. Um, at paragraph 4.1. 4.13, um, we undertook extensive pre-application engagement, including the Marine Navigation Engagement Forum and the first hazard workshop to look at the effects of shipping and navigation, navigation, and follow the statutory consultation.

00:43:08:13 - 00:43:39:29

We refined the boundary the along the north eastern edge to address the unacceptable risks that we um, found to at the the stage. So we we removed the northern hump, as you can see from figure 4.3, um, which caused course changes for vessels and impaired navigation going into Douglas. And the removal of that hump also increased the sea room between Morgan and Walney and to improve navigational safety.

00:43:40:11 - 00:44:48:06

Around the same time, the other round four projects, minor in Morecambe, made similar boundary refinements to increase distances between the projects to reduce all unacceptable risks. Um, so the reduction to the north east and boundary was for primarily the safety of, of navigation. Um, but it did, incidentally increase the distance between Morgan and what would become the More Vernon Project. Um, we, as part of the process, undertook all of the bridge simulations to test the validity of the boundary refinement with the key stakeholders and, um, and the hazard workshops, as I said, found all of those previously unacceptable risks to be reduced to tolerable, if a lot um, the more Morven project, um has been a scoping project since 2015, and at the time of undertaking our navigational risk assessment, the, um, there was an a scoping report in the public domain.

00:44:48:18 - 00:45:12:18

As soon as that um, scoping report was known to become public, we incorporated it into our cumulative regional navigational risk assessment and final bridge simulations with the Isle of Man Steam Packet Company to take account of the more Varnum project and have a separate addendum specifically addressing more than in in the um, navigational risk assessment.

00:45:14:03 - 00:45:36:28

Good. Thank you. Um, but just to focus on one particular point at the time, this reduction to what we have is the current order limits. Um, boundary. You were not sure of what the, uh. Is that the correct characterization? Yeah. We didn't know what the MV boundary was going to be.

00:45:37:00 - 00:45:46:17

We undertook the refinement in, um, January 2023, and at that point there was no scoping report in the public domain. Okay.

00:45:49:08 - 00:46:04:11

Can we now have on screen figure A one, a point one from, uh, the appendix to AB 025 that's titled deviation to ferry routes with cumulative projects excluding more than N.

00:46:06:20 - 00:46:13:26

So I'm going to ask the applicant to explain for the recording what the upper two quadrants are showing.

00:46:33:03 - 00:46:33:21

Okay.

00:46:37:22 - 00:47:34:15

Andrew Wilson, on behalf of the applicant. Um, so figure 8.18.1, um, shows the, um, the existing passage plans. Um, in typical conditions, uh, as black lines for the for the ferry operators within the, um, Eastern Irish Sea. And what as part of the assessment, we, uh, predicted the future case passage plans to be again, in typical, um, weather conditions would be with the, um, inclusion of the Morgan Grey area, the Moana area, grey area and the Morecambe Bay area, um, through the cumulative regional and ra um, the process we went through in developing these plots was um, firstly through the analysis of the vessel traffic data that we previously discussed, um, to determine the center lines of those ferry routes.

00:47:34:18 - 00:48:05:12

And we were then validated that in consultation with those particular operators, um, to look at the future case routes. Um, we um, we discussed with the operators what their, their likely passage planning constraints would be, such as passing distances from, um, offshore wind farms. And then again through the navigation bridge simulations we undertook with those operators, um, we again validated those future case passenger plans.

00:48:06:03 - 00:48:36:03

Um, the top two, um, insets on that particular figure, um, the top left shows the Isle of Man Steam Packet Company routes, um, between Heysham and Douglas and Liverpool and Douglas. The Heysham and Douglas route at the moment um leaves Heysham, passes clear of the West and London Sands projects and then transmits in a straight line towards the entrance to Douglas with the Morgan generation assets.

00:48:36:13 - 00:49:08:24

Um, present. Then we have modelled a future case route where the vessel would need to turn slightly more northerly, um, and then would likely pass down the center line of the passage between the Morgan Array area and the Walney Offshore Wind Farms, um, which offers in excess of four nautical miles of sea bream um, before turning back towards towards Douglas. So there would be a minor deviation in typical conditions to pass clear of the Morgan Array area.

00:49:09:08 - 00:49:43:07

The Liverpool um Douglas route. Um, we can see it leaving Liverpool, um, heading north westerly, and an ever so slight deviation towards the southwest would be required to increase the passing distance from the Morgan array area, particularly that that south westerly, more westerly point of of that. So again, that would be a very minor deviation in typical conditions. The figure to the top right is the Stena Line um routes.

00:49:43:09 - 00:49:52:15

Now there are there are multiple standalone routes within the shipping and navigation study area. Um with particular reference to Morgan. Um,

00:49:54:11 - 00:50:34:04

the typical route for the Heysham Belfast route passes well clear of the Morgan Array area. In fact passes to the to the northeast of the Western Sands and Walney projects. Um, so in typical conditions, that is not even passed within the shipping navigation study area. The route between Liverpool and Belfast, there are two options which they can choose. They can choose to pass over west of the Isle of Man, which the majority of their sailings do. Um, so for that particular route, there would necessarily be a deviation around the Mona array area, and that deviation would be irrespective of the presence of the Mawgan array area.

00:50:35:00 - 00:51:09:02

Or they may choose to pass to the um, east and then north of the Isle of Man, um, which they they do about a quarter or a third of the um, of, of occasions with the Morgan Array area in place, there would need to be a deviation, um, to, to, to pass clear um, with the Morecambe array area. In addition then um, that would, would be kind of the worst case impact on that route requiring um multiple course changes to, to achieve that.

00:51:09:20 - 00:51:18:19

Um, that that route would probably become less preferable and advantageous to stand in line, um, in the future with, with all those projects in place.

00:51:23:00 - 00:51:23:18

Thank you.

00:51:23:29 - 00:51:24:14

Um.

00:51:25:01 - 00:51:45:03

Just to check, uh, understanding when we're talking about adverse conditions. Firstly, this figure is showing typical weather conditions will come later to adverse conditions. Um, are we talking about ocean conditions in the in the round rather than just specific conditions of wind?

00:51:55:15 - 00:52:04:00

It would be very helpful, I think, for the hearing, if one of you might just tell us in a, in a sentence what ocean conditions comprise.

00:52:08:24 - 00:52:57:15

Uh. Just talking. Sorry. Dominic Bell for the applicant. Uh, just generally in terms of the weather conditions in the Irish Sea, from my experience, the worst conditions would generally be from the southwest. Um, uh, I forget the actual limits that were applied for adverse when we when we. Yeah. Um, in terms of, um, the routes between the Isle of Man and, uh, and Liverpool and Heysham than, uh, the, the actual uh, routes that we would take, um, to, um, to, to make it more comfortable and to reduce the stresses and strains and accelerations on the vessel would generally be to pass further south from Douglas and then up towards Heysham, uh, and similarly for Liverpool along the coast of the north, the North Wales coast.

00:53:00:14 - 00:53:38:16

And, and on behalf of the applicant, um, uh, I think the gist of your question was, um, when you're, when you're navigating within the Irish Sea, it's generally the way the conditions which are, um, likely to require the weather eating. Um, I would also note that the wind conditions do play a significant part in terms of the impact on the operators, but that is generally around, um, the berthing and the safe entry into into the harbors than necessarily, um, uh, the routing decisions made in within the regions of the, of the um, proposed offshore wind farms.

00:53:39:14 - 00:53:49:13

So the routing choices are dominated by sea state, essentially by direction and and wave height. Is that correct characterization.

00:53:49:16 - 00:54:06:14

That's, uh, Dominic for the applicant. That's correct. The weather routing is dictated by, um, the wave conditions, direction and height, uh, as opposed to, um, decisions to cancel or not. But the weather routing is generally, um, to do with the wave height and direction.

00:54:07:12 - 00:54:41:03

Thank you. So let's move on to the next figure 8.2 from 0 to 5. That's titled Deviation to commercial shipping, with cumulative projects excluding more than it. And again, could we just have the same rapid narrative, if you like, of the lower two quadrants? Um, in particular, tell us what the difference between the base case figure in the bottom left and the future case.

00:54:42:00 - 00:54:44:18

Uh, bottom right is showing us.

00:54:46:15 - 00:55:19:11

Andrew Rosson on behalf of the applicant. Um, I know you specifically asked for the lower two figures, but I think it's worth it's important to note that the top two figures are show only those routes, those commercial shipping routes, um, where we we've included cargo and tanker. So the previous figures have shown the, the ferry operations, um, the top two show only those where there is more than one vessel a day on those routes for context. Um, so those would be the primary routes, and they're all bound for Liverpool and well clear of the Morgan and Rey area.

00:55:19:22 - 00:55:50:19

The bottom two figures show all of the other routes we identified, and some of these routes have less than one vessel a week or a month. In some cases, they are much less used routes. And one of the one of the characterizations about shipping routes is shipping routes can go anywhere. So, um, as reflected in the national policy statements that, uh, any project would impact on shipping routes in some way or another.

00:55:51:02 - 00:56:28:19

Um, the the bottom to bottom figures show less well used routes, and it shows the, the center lines of those routes on the left left hand side and the proposed future case, um, routes. So what we sought to do through this was identify how these routes might change. Was there a sufficiency room, um, for those deviations required? And what the increase in distance and therefore time might be. Um, with respect to sea room, um, where these routes were required to pass between the cumulative projects.

00:56:29:00 - 00:56:56:12

Um, we concluded there was sufficient sea room, um, to do so. Um, and with respect to the deviations noting, these are less frequently used routes. The respective increase in distance and therefore time we did not believe was, um, so substantial to cause significant operational impacts to those commercial users, given the length of, um, the length of the journey some of them have made.

00:56:58:28 - 00:57:17:08

Thank you. Um, and then the last of this set, then figure 8.3 from 0 to 5, which is deviations to adverse ferry routes, which I take it to mean very roots in adverse conditions. Uh, with cumulative again, cumulative projects excluding more than in.

00:57:23:05 - 00:57:31:11

Could we again focus on the top two figures please. The steam packet and Stena routing.

00:57:33:04 - 00:58:07:15

Andrew Rawson on behalf of the applicant. Um, so for the steam packet, both in terms of the generation of these plots, um, the gray line represents a, a kind of average adverse weather route, um, as shown in some of the the other figures, um, within the um, the application documents, there is no set adverse weather routes. Um, the masters tend to feel feel that way, um, based on the specific conditions at the time of that transit.

00:58:07:17 - 00:58:54:16

So on any one particular day or other days, um, there may be slight variations in the, in the extent of those adverse weather routes. So we've sought to take a, a kind of realistic worst case, um, as our base case, uh, adverse weather route. Um, so for the steam packets route between Heysham and Douglas,

um, you can see that instead of, um, their more typical route where they pass clear of western sands and heads straight towards Douglas, um, as Captain Bell was describing, they would head more towards the southwest, um, before turning, before turning up towards Douglas, which puts the vessel at a more advantageous angle to those conditions with the presence of the Morgan Ouray area.

00:58:54:22 - 00:59:28:13

Um, and we tested this extensively in the navigation simulations with those operators to pass between the Walney and the Morgan projects, Um in certain conditions would result in excessive role for the vessel, which could be detrimental to passengers safety, comfort, and potentially cargo safety. So we felt that a more prudent passage plan may be to continue heading west, um, past the Morgan Array area before then turning up towards um, Douglas, which would necessarily have an increase in journey time.

00:59:29:26 - 01:00:10:22

Um, but it's not atypical of the, um, existing, uh, activities in adverse weather for the Liverpool, um, Douglas route. Um, again, that route typically pushes more, more westerly. Um, and in that particular case, there is uh, lee of the land offered. So the conditions would be less the further south you were. So there is benefit in staying close to the coast and then heading up towards Douglas, which again would be unaffected by the presence of the Morgan Array area, and principally the result of the motor array area for the standard line um routes shown.

01:00:11:03 - 01:00:23:13

Um. Whilst in typical conditions, a uh standard ferry operating between Heysham and Belfast may choose to pass east of Western Sands, um

01:00:24:29 - 01:00:59:16

in adverse weather that can be um, potentially hazardous passage. So we see at the moment that they they choose to pass west of Western Sands, west of Walney and then um, crossed across up north to pass east to the Isle of Man. Again, those same constraints apply for the standard line ferries that they would may not choose to pass between the Walney and the uh Morgan area, and may choose to pass, um, the pass fairly to the west. Now, in this particular passage plan we have, we have shown them continuing to choose to go east of the Isle of man.

01:01:00:01 - 01:01:33:13

It would actually be quicker for them to keep going west and past west of the Isle of Man. So we've taken a more conservative approach in terms of the impact on their on their passage planning. Um, noting that there are some benefits in terms of the we've just lost the figure. Thank you. Um. Um, in terms of the the routine perspective, um, the I don't have the figure for reference, but, um, the other routes that might be affecting adverse weather is between Liverpool and, um, Belfast.

01:01:33:15 - 01:02:05:15

So again, there are as I described previously, there are two options. One of those is to pass west of the Isle of Man. Um, and we can see the base case route, as I described, passes along the Welsh coast getting the advantage of the Lee before crossing, uh, up towards um, towards Belfast, well clear of any of the cumulative projects, if they do choose to pass east to the Isle of Man. Then, um, there are a few different ways which they could approach passing through the projects.

01:02:05:17 - 01:02:38:12

But the simplest option, and probably, um, the most likely to be chosen, would be to pass south of the Monterrey area. It avoids having to pass between the projects, which might, um, limit their optionality to weather route. So they would pass west of Mona and again up east up past the east of the, uh, uh, of the Isle of Man, passing clear of Morgan. Now, again, this would take them substantially longer than to do their other weather route, which would be to pass west of the Isle of Man.

01:02:38:14 - 01:02:49:18

And again, we've taken a more precautionary basis that they would still choose to pass east to the Isle of Man, even when that may not be realistic or likely in the future.

01:02:52:00 - 01:03:40:12

Thank you. Uh, regrettably, we can't ask Stanley to speak for themselves here. Um, to this morning. But, um, it's worth noting that they're written submissions indicate that their consideration is that there would be too many course changes in the route east of the, uh, Isle of Man, um, to Belfast, um, with the presence of the more than um, uh, when um also in consideration which this figure of course um is excluding um, we in general will be issuing an action point for all of the IPS to look at and listen to the recording of this hearing and to submit any comments, uh, in writing by deadline for.

01:03:40:14 - 01:04:08:16

But, um, broadly speaking, that point that you make is that, uh, if one's looking at time considerations, then that the Stena route to the south of the Isle of Man would probably be the favoured route. Uh, in adverse conditions. Um, let's ask Stena. Um, as an action from this to comment on whether there are any other considerations which they would like to put forward.

01:04:16:16 - 01:04:58:07

Andrew Wilson, on behalf of the applicant. Um, yes. I agree with your summary. I would probably add to two notes that, um, the examining authority's benefit, the first of which was the way we went about developing these passage plans, was with those operators in the room in the simulator. So the assumptions around that routing were, were on that basis. Um, the second point I would add is that, um, the conclusions of the is again, based on this more precautionary approach and particularly for, for Stena Line, Underline the moderate adverse impact was was principally around the loss of optionality to pass east.

01:04:58:13 - 01:05:21:08

Um noting that it there are benefits and there are reasons why they do that at the moment. But with the projects in place, that becomes less attractive. And, um, because of that, we scored it on a, uh, precautionary as a moderate adverse impact. It does not indicate that they cannot continue their operations between Liverpool and Belfast. Thank you.

01:05:21:22 - 01:05:46:18

Thank you. That's a helpful clarification, I think, to give you a bit of a break at the moment. We'll ask any of the other IPS would like to comment at this point before we move on. Uh, taking these in sort of, uh, um, not quite alphabetical order, but firstly, um, does the Morecambe, um, Offshore Wind Farm representative have any comment to make?

01:05:48:01 - 01:05:52:17

Oliver Gardner on behalf of the Morecambe Offshore Wind Farm. No, we have no comments to make at this stage. Thank you.

01:05:53:28 - 01:06:01:02

Thank you. Um, on behalf of, um, fishing community, Mr. Hashimi.

01:06:01:25 - 01:06:02:10

Uh.

01:06:03:04 - 01:06:05:23

From SFF. Are there any comments to make?

01:06:17:19 - 01:06:18:24

She may. I think that's it.

01:06:19:11 - 01:06:51:09

Uh, sorry. Uh, are with, uh, technical issue here. Uh, so, uh, Faheem Hashemi from a Scottish Fishermen's federation. Uh, well, I think we, uh, had raised our concerns in terms of the, uh, seasonal surveys which had taken place, and we have received the response from the developers. And, uh, of course, we still have some small reservation in terms of the timing of the surveys conducted.

01:06:51:26 - 01:07:23:04

Uh, which, uh, may have missed some, uh, fishing, uh, prime uh uh, fish, especially scallop green and scallop, uh, fisheries. Big time. Uh, but we assume it wouldn't be a major issue, so, uh, yeah. But, uh, no, any other specific comments at this stage from me and Lee? Unless, uh, uh, Stewart has any comments? Uh, thanks.

01:07:23:24 - 01:07:26:14

Thank you. Anything from WSB?

01:07:29:14 - 01:08:05:03

Sure. Okay. West coast products. Yeah. Just to reiterate what Faheem was saying, um, I think for us, navigation issues are not a major concern of the development. Um, but we would like just to reiterate what he was saying, that the 14 day survey, we were not present or any other scallop vessels in the in the winter. I think it's captured some data in the summer, summertime. Um, but in the winter, I think our fashion boats were concentrating further south at that time within the Irish Sea.

01:08:06:06 - 01:08:06:26

Thank you.

01:08:07:24 - 01:08:08:22

Thank you very much.

01:08:09:05 - 01:08:09:20

Uh.

01:08:12:07 - 01:08:13:14

Steam packet company.

01:08:15:14 - 01:08:17:25

So, Mr. Hunter, perhaps. Yes.

01:08:17:27 - 01:08:58:05

Hello. Good morning. Uh, Robert Hunter, uh, Steam Packet Company. Um, yeah. Thank you for letting me talk. Um, yeah. With regards to the, uh, the Morgan project in in the vicinity of, uh, more abundant. I think it needs to be emphasized that, uh, we believe that the current, uh, proposed corridor, albeit it's a short corridor, is is not suitable and unsafe. And we have significant concerns with navigational safety in that small reason for the cumulative effects of bottlenecks, uh, with multiple vessel types and compliance with the collision, uh, regulations that were already in place.

01:08:58:07 - 01:09:33:08

And with respect to the comments or already made with regards to, uh, adverse weather routing, any significant increase in routing also pushes up operational costs for any of the operators. And also combined with the, uh, the very strict regulatory requirements for fuel and emissions that were also struggling to find problems increasingly compliant with, uh, so this is the industry that's trying to force down emissions whilst extended routes are inevitably will will put, uh, fuel consumption and emissions up.

01:09:34:04 - 01:10:05:05

Uh, and with respect to um, uh, weather routing as well, uh, on certain headings, So, as is quite rightly pointed out, the master feels his way across. But we also believe that there are some circumstances where the journey may continue, albeit uncomfortable for passengers. But if those options are removed by force routing along certain tracks and corridors, the the likelihood of a service cancellation may increase.

01:10:05:07 - 01:10:11:29

As a result, in order to protect the safety of the vessel and cargo and the comfort of the passengers whilst en route.

01:10:14:17 - 01:10:36:09

Thank you. Can I just clarify one point? At the beginning of your representation, the corridor that you were referring to, which gave you concern, is that the corridor between the proposed development Morgan and the Walney Extension, or is it the corridor between the proposed development and more than.

01:10:36:23 - 01:10:42:21

It's it's there's a very small corridor that's proposed between Morgan and more granite.

01:10:43:20 - 01:10:44:09

Thank you.

01:10:46:10 - 01:10:57:22

Uh, now, uh, let me turn, if I may, to, um, Mr. Innes. Is there anything that, uh, you'd like to say on behalf of an extension?

01:11:02:05 - 01:11:06:02

Of the author IPS. I've got nothing to add at this stage, sir. Thank you.

01:11:08:12 - 01:11:21:16

And, uh, Mr.. I think that this is just a double check. Um, is it right that you are not, in this case, uh, involved with more than you're not contracted by? More than.

01:11:22:15 - 01:11:27:29

Yes. In behalf of the Orsted IPS. Yes. I am not instructed in respect to more than that. Thank you.

01:11:30:23 - 01:11:37:15

Thank you. I'm going to pass now to, um, the TSC. Mr. Armitage, is this one that you'd like to speak to, Mr. Cooperman?

01:11:38:21 - 01:11:43:26

Um, it probably best Mr.. Government to answer this from the TSC. Thank you.

01:11:46:28 - 01:11:49:23

By David goodman. Um, TSC and the government.

01:11:49:25 - 01:11:50:19

You're on mute.

01:11:53:06 - 01:11:53:21

Now?

01:11:55:19 - 01:11:56:14

Still can't hear you.

01:11:58:09 - 01:12:00:14

Can you hear me? I think we failed.

01:12:10:04 - 01:12:14:07

I think maybe it's your headset that's making us not. It's your.

01:12:15:19 - 01:12:46:09

That again. That's it. Very good. Uh, apologies for that as a bit of a rookie error. So, uh, David Goodman, TSC, on the other hand. Um, just worth noting that, um, everything has been displayed on screen so far. Uh, without the more veining, um, development to the north of the proposed area, uh,

and a mirror. Much of what the steam packet is saying that actually with the corridor between Morgan and proposed more banning. We're looking at a very tight corridor, looking at the medium risk for shipping. At the moment, definitely no one there. A loop at the moment, um, as per state of common ground.

01:12:46:12 - 01:12:54:03

And also worth noting in our statement of common ground, we still have further discussions with the applicant over this matters over the cumulative effect accordingly.

01:12:57:06 - 01:13:09:21

Thank you. Mr. Goodman will be coming back to you in more detail later on. Uh, but before we do that, uh, just an opportunity for Mr. Salter from the mic for any comments at this stage.

01:13:11:07 - 01:13:30:10

Uh, Nick Salter from MCA. Um, nothing. In addition to what's already been said, we at echo the about the the gap between Morven and Morgan. Although we we um made that point in our written representation. But uh, with what's been presented so far, nothing additional to add. Thank you.

01:13:31:16 - 01:13:32:02

Thank you.

01:13:32:16 - 01:13:33:01

Uh.

01:13:33:04 - 01:14:09:08

So, um. any other, um, IPS that are either observing live or the recording of this, uh, hearing, then, uh, invited to submit comments in writing by deadline for, uh, but moving on now like to discuss the, uh, more than in deadline three submissions. Um, could we now have on screen figure 14.1 from 3043? Uh, this is titled the more than and Shipping and Navigation Study Area.

01:14:09:14 - 01:14:12:08

It's dated October 2023.

01:14:14:07 - 01:14:15:18

Um, now.

01:14:15:23 - 01:14:40:06

In the absence of more than at the hearing, uh, I wonder, could we ask, um, perhaps again, Mr. Grubman would be the right person on behalf of the TSC to confirm, firstly, that it's a marine chart of the northern part of the Eastern Irish Sea, including the Isle of Man and part of the Cumbrian coastline. Mr. Cooperman.

01:14:41:11 - 01:14:48:10

Yeah, I can confirm you're looking at the the right chart, as far as I'm aware. Um, east of the Isle of Man. North west. Part of the Irish Sea.

01:14:49:15 - 01:15:16:00

Good. Um, now, uh, the proposed more than in agreement for lease area or AFL area outlined in red on this, uh, chart. Um, could you confirm that the eastern boundary of that proposed site follows the boundary of Isle of Man territorial waters, shown as a purple line.

01:15:18:12 - 01:15:25:09

Purple line. Sorry. Can you. I'm looking at the. I can't see a purple line. Um, can you put the cursor over way?

01:15:28:24 - 01:15:33:23

Could we have the cursor showing the eastern boundary of in fact. Right. Yeah, I've got it.

01:15:33:25 - 01:15:37:28

Yeah I do apologize. Yeah. That is the eastern boundary of of the territorial seas.

01:15:39:00 - 01:16:03:07

Excellent. Thank you. Now, um, just again, for confirmation for the benefit of the hearing. Uh, this the space C space shaded darker blue. Can we confirm that that's representing water depth of less than ten meters. In other words, inside the ten meter contour and the lighter blue indicating water within the 20 meter contour.

01:16:03:13 - 01:16:05:14

That. That would appear to be correct. Yes, ma'am.

01:16:05:25 - 01:16:06:14

Thank you.

01:16:06:29 - 01:16:29:07

Um, can you confirm that there are significant constraints to navigation north of the Isle of Man, represented by the the banks? Now, I think if we could zoom in the chart, the northern part of the Isle of Man, that would be very helpful. And we'll be able to read some of the figures. That's great.

01:16:30:22 - 01:16:56:02

So, um, firstly, uh, we've got the bank's marked Bahama Bank cash bank and King William Bank. Um, Mr. Government, uh, in your opinion, is the more northerly channel between the balck bank and the King William Bank likely to be navigable by reasonably large vessels, restricted by depth in anything other than calm conditions.

01:16:57:24 - 01:17:15:18

The bank between Ballycastle and King William Bank can be navigated, uh, with care, um, in calm conditions, and also the Bahama Bank and cash bank that's based behind that can be navigated well in calm conditions, if that's what you're asking.

01:17:16:19 - 01:17:41:06

It is indeed. Thank you. Um, the essence of this question is to try to understand, uh, when vessels are taking the passage via the east of the Isle of Man. Whether they're making a relatively sharp turn to the west and typically passing between the, the, the Isle of Man and the first of those banks.

01:17:42:09 - 01:17:54:15

Uh, I think I get a mirror. What others have said earlier on, it has to be the master's prerogative. And I think we have some navigation studies with the routes that would be worth putting onto that. Yeah.

01:17:55:07 - 01:18:28:02

Yeah, sir. Thank you. Les Dunn, on behalf of the applicant, can I interrupt at this point, please? Um, we are slightly concerned that the information that is being discussed at the moment is not in evidence. This plan clearly is, uh, is part of the submissions that have been made by the more than in, um, project. But in terms of the detailed discussion and questions, uh, these are matters that the parties have not had an opportunity to consider.

01:18:28:17 - 01:19:10:24

Um, and that evidence is being given not by more than in who we understand are in the process of undertaking a navigational risk assessment for this project, uh, a navigational risk assessment, which the applicant has only recently been invited to attend. Um, and that, um, they're, uh, I'm, I'm concerned about where the information that is being given in all in all submissions at the moment, uh, is going and the basis on which that can be tested and challenged going forward, given that more than in as the applicant for this project are not here.

01:19:11:07 - 01:19:17:07

Uh, and the applicant has not considered any of these matters, uh, in advance.

01:19:19:00 - 01:19:48:00

I hear what you say. Um, you're anticipating to some of the questions which were coming back to yourselves later on. Uh, but at the moment, what we're investigating is sea space. We're not investigating more than that. Um, so we're looking at routes which are in question, which, um, we've already had very helpful, um, uh, discussion on this morning. Uh.

01:19:52:12 - 01:20:08:09

And I hope that that will satisfy you for the moment. So I'd like to carry on with this line of questioning just to really understand what that, um, uh, presence of Morven is doing to the sea space. This is the direction that we'll be going.

01:20:08:25 - 01:20:45:03

Thank you. Sir. Done. On behalf of the applicant, I think it's also worth making a point that at this juncture, um, which is a point that the applicant has made, uh, through its application, which is that the information that is available regarding Morvan in at this stage? Is the agreement for lease boundary area. That boundary has not been refined in any way, shape or form. Uh, for the purposes of, uh, an application being made, I'm sure we will come on to discussions around the likely timing of that application and the information that will be provided for it.

01:20:45:13 - 01:21:29:12

Um, but, uh, the applicant's position and I don't think many would disagree. Is that what we are considering for the purposes of more than nine is effectively a scoping boundary that has been through no development refinement, no consideration of, uh, of how changes may need to be made in the context of the seabed conditions. And none of that information has been provided by more than in as part of its consultation to date, a consultation report has been put out, but it is not a preliminary environmental information report with the type of information that you are seeking to discuss at the moment in terms of seabed condition, depth and all those sorts of things.

01:21:29:14 - 01:22:04:24

So I just want to put that note of caution that that in a sense, we are discussing a project which and and speculative there is speculation around that project and that there is no information about that project in terms of its environmental, likely environmental effects. Uh, in terms of, um, what mitigation it may need to undertake to be a project that can be taken forward in terms of being able to meet, uh, the relevant policy test, um, that the Isle of Man government may or may not apply going forward.

01:22:05:11 - 01:22:07:19

So I would just like to put that down again.

01:22:08:00 - 01:22:32:08

Points noted. Uh, at this stage, all we can go on is what's been submitted to this examination, which is the scoping report and the scoping opinion and the the figures that we're looking at are taken from that, uh, the that set of evidence. Um, so all we're looking at at the moment is the AFL boundary for more than a year.

01:22:34:08 - 01:22:34:23

Um.

01:22:36:24 - 01:22:44:27

So back to the, um, the questions that we, uh, have is, um,

01:22:46:18 - 01:22:47:27

really just, uh.

01:22:53:06 - 01:23:26:01

I think just on the basis of of understanding the constraints, the navigation, uh, in this area. Um, are there any other points that you, Mr. Goodman, would like to point out in, in this space that we're looking at on screen at the moment that we should be aware of, uh, as Considerations which will be taken into account in the navigation risk assessment that will be submitted to you by the more than in development.

01:23:27:23 - 01:23:36:21

Yeah, I'm looking at the information display in front of me at the moment. Um, I would say basically it's a tight space up there to north and more volume. And we're looking at it very, very carefully.

01:23:38:13 - 01:23:44:29

And, uh, the space to the immediate east of the boundary.

01:23:46:06 - 01:23:56:27

Um, I can see no major concerns at this stage. Again, this is just my opinion. Um, looking at the screen in front of me. Nope.

01:23:57:17 - 01:24:14:17

So in terms of, uh, of this, we're now going to move on to, uh, if we can have on the screen figure 14.2 from rep 343, which is the shipping and navigation study area from the morning scoping report.

01:24:17:09 - 01:24:40:28

Um, but I would just point out, um, for the record, that the table of contents has it as figure 14.2, although the figure itself is incorrectly title figure 14.1. And again, as we can't ask more than in themselves, I'm just going to ask TSC if it can help us with some questions on this. It just, uh, basic factual understanding.

01:24:46:21 - 01:24:56:06

Good. Thank you. Um, could we confirm for the recording that, um, the key to the figure shows the, uh, the pale green.

01:24:56:15 - 01:24:57:00

Um.

01:24:57:28 - 01:25:19:09

Uh, tracks as fishing traffic. Yep. Purple, uh, as ferry service traffic, the dark green as cargo and the darker blue as tanker of traffic. Um, the turquoise tracks are keyed as wind farm traffic. So is that factually correct?

01:25:20:16 - 01:25:32:23

I'm looking at passenger vessels, i.e. that'll be, uh, ferry vessels as purple. That is correct. And your other ones appear to be correct as well. Um, providing nobody's colorblind.

01:25:33:22 - 01:25:51:01

Good. Thank you. And just, uh, if we understand it correctly, um, it is titled in the report as a 28 day survey. So if I understand it's an overlay of 214 day survey periods.

01:25:52:00 - 01:25:56:16

Uh, they'll be. Is that be my understanding? That's the understanding. Um, looking at the information presented. Yes.

01:25:56:18 - 01:25:57:19

Splendid. Thank you.

01:25:58:17 - 01:25:59:02

Uh.

01:26:05:07 - 01:26:47:00

No. I think what we need to really focus on for this report is, and we're not going to use this any further, I think, at this stage in evidence, but just to understand, uh, whether, um, the TSC understands the same as in fact, miss Grant just mentioned is that there is a draft NRA already in existence from the MV developer. Um, and share and as in their answer to our written question, SN 1.9, the MoveOn developer states that this has been shared for consultation with shipping operators for comment.

01:26:47:12 - 01:27:11:03

Um, are you aware of any timescale for this NRA activity that is being carried out by, um, more than in, uh, it and I think I'm going to ask two questions in one here. Um, is that NRA submitted to you as Harvest Division as the primary stakeholder here.

01:27:12:17 - 01:27:24:08

It's submitted. I submitted to TSC, um, as, uh, as a total committee primarily, and is also submitted to the um operators in the area ISDN packet.

01:27:26:24 - 01:27:28:03

Very good. Um.

01:27:32:01 - 01:27:41:27

I'm just going to ask if we may. Uh, Mr. Salter from, uh, the MCA had his hand up. Is this a comment at this stage?

01:27:44:15 - 01:28:07:27

Thank you. Nick. From from the MTA. I just wanted to clarify the traffic survey. Um, that was being collected so far or within the scoping report. It it it was some two, uh, 214 day, but it just eyes only. So it wasn't, uh, conducted by radar and there weren't any, uh, visual confirmations either.

01:28:10:02 - 01:28:11:06

Thank you very much for that.

01:28:16:29 - 01:28:45:03

Can we now have on the screen rep 3039 submitted by the mobile developer. This is titled More Than an Indicative Layout and dated January 2024. Um, I'm going to ask the MCA as a to to confirm what it's showing. Uh, if I may, just using you, Mr. Silver, as a neutral party here. Um, could you just, uh, um,

01:28:46:18 - 01:28:56:24

answer some questions on the basic facts of this, uh, submission? Firstly, um, you may I should ask, have you seen it before?

01:28:57:19 - 01:29:02:27

Uh, Nick sold for the MCA. No, I haven't seen his image before. Okay, I have, I've forgotten.

01:29:04:19 - 01:29:25:06

So this was submitted to our examination, uh, at deadline three. It's only a few days ago, and I think, just for clarification, is it right to understand that the MCA has no authority on navigational safety matters inside Manx territorial waters? Is that correct?

01:29:25:19 - 01:29:26:15

That's correct. Yes.

01:29:27:16 - 01:29:35:12

Um, is it also correct that nonetheless you're being consulted on navigational risk by the northern developer?

01:29:36:09 - 01:29:41:13

That's correct. Yes we are. We will be attending the hazard identification workshop, for instance.

01:29:42:04 - 01:29:44:10

Good. Thank you. Uh, and.

01:29:44:17 - 01:29:45:09

In.

01:29:46:08 - 01:29:51:18

A contingent way. Uh, are you a consultee for the Max government?

01:29:54:27 - 01:30:02:02

Uh, that I don't know the answer to. Okay. I think, uh, that that question should be put to them.

01:30:02:23 - 01:30:12:26

Yeah, we'll come back to that. In fact, let's deal with it straight away. Mr. Goodman, do you happen to know in the procedural sense here whether MCA is an official consultee?

01:30:14:08 - 01:30:35:03

Um. Great question. Um, I'm also not sure. Um, having said that, we do work very closely with the MCA in all matters and marine, and there's in our waters, uh, being crown dependency. Uh, we have to answer them for a lot of things. So in a strict sense, as are they constantly. I don't actually know, but we are talking all the time, if that helps at all.

01:30:35:27 - 01:30:57:07

Thank you. It is. Um, what this is coming to is, of course, what we're dealing with is, is traffic that is, is passing across from one jurisdiction to another. And, um, Mr. Salter, if we could look at the enlarged part of the layout at the bottom left, uh, could you confirm.

01:30:57:09 - 01:30:58:00

From.

01:30:58:04 - 01:31:05:22

Reference to the key that this is showing. Firstly, a red line for the proposed wind farm boundary.

01:31:07:25 - 01:31:18:06

And secondly an orange line showing 250m. Setback to AFL allowance for jack up vessel operation area.

01:31:21:28 - 01:31:26:13

And exclusive DMCA. Yes, it appears to be that good.

01:31:27:08 - 01:31:38:23

Thank you. And then again, factually, um, a bold packed line showing the proposed rotor area of turbines with maximum rotor diameter 320m.

01:31:45:25 - 01:31:50:28

Uh, appears to be. Yep. Rotor area is no good.

01:31:51:00 - 01:31:56:29

And then, uh, a fine packed line showing jack up. Vessel area brackets 250m.

01:31:59:17 - 01:32:00:24

Needs to show that. Yes.

01:32:01:09 - 01:32:31:13

Good. Thank you. So again, could you comment? Um, this is looking at this from the, uh, the the standpoint of your position of dealing with developments in English waters. Um, would the, um, exclusion zones, uh, for construction and maintenance? Um, could you tell us how they are controlled by license in English waters?

01:32:32:27 - 01:33:16:17

So, um, I think you're referring to safety zones, which are in English waters are either, um, granted by Department for Energy Security, net zero if the capacity of the site is over 100MW, but less than that, it's the, um, marine management organization. Um, these are applied for primarily during the during the construction period and for periods of major maintenance, where a 500 meter safety zone measured from the base or a base of the of the um structure at sea level, um, with a 500 meter radius, um, from that area.

01:33:19:26 - 01:33:29:06

And that's anticipated my question actually. So that's typically a 500 meter radius exclusion zone. Um, do you

01:33:31:02 - 01:33:37:17

have an opinion to offer on how exclusion zones that span a boundary would be controlled?

01:33:40:27 - 01:34:13:16

And the MTA will be controlled in the in in the same way as, as as any other safety zone through through monitoring and communication. Um, whether the safety zone overlaps the boundary. Uh, no,

we don't have to have an opinion on that. Um, I don't believe in English waters. There is a requirement for the safety zone to remain inside the boundary. Um, okay.

01:34:13:18 - 01:34:15:02

But managing exactly the same way.

01:34:16:25 - 01:34:17:10

That.

01:34:17:15 - 01:34:21:11

Moves on to a next part of the questioning, which is, um,

01:34:23:10 - 01:34:46:14

when we're dealing as I think is really quite unusual, uh, with a windfarm which is, uh, close to a territorial boundary. Um, what distance from the territorial boundary would a windfarm array normally be set in order to allow for positioning error, uh, or construction? Dimensional tolerance?

01:34:49:20 - 01:35:23:22

I think so, frames here. I don't have precise distances to offer. Um. Other than to say, um, that all the infrastructure needs to be within the boundary, um, you would expect all the construction vessels to be within, um, the boundary. Um, if there is an overlap between territorial waters and the ease of the same of, of England or, or the UK, um, that would be perfectly acceptable. Um, we we haven't come across a situation where

01:35:25:09 - 01:35:31:17

any works or any safety zone would overlap with a, with the neighbouring countries. Um

01:35:33:05 - 01:35:53:25

uh e z or territorial sea. Um, just thinking on some sites which are over on the east coast of the, of our median line in the North Sea, I think the boundaries are set back from the median line To, to allow, um, allow us additional distance.

01:35:56:15 - 01:36:26:00

Okay. Thank you. That's very helpful. Um, we may come back to you later with some further questions, but, um, I'm going to pass now back to the applicant to, uh, ask them if they would give some observations on, um, figure 14.3 from reps 3043, which is the overview plan of existing and future offshore wind developments. And this is taken from the Morven in Scoping report, October 2023.

01:36:32:12 - 01:37:01:11

So when this comes up on screen, uh, if you could take a view, who on your team you'd like to answer this, we're going to ask if we could just have an explanation of the key elements of what the figures illustrating And, uh, just to confirm that what it's showing is the AFL boundary for more than that is the boundary that you've referred to in your own submissions to this examination.

01:37:09:18 - 01:37:37:15

It's less done on behalf of the applicant. Um, I have to say, so we haven't checked this or verified it or, um, checked it against our own measurements, uh, or anything like that. So anything, uh, as with others, um, said in this is just a comment in respect of what is being provided. Um, it certainly looks like from that plan that the more Vernon boundary is the agreement for least boundary, but we haven't checked or confirmed it.

01:37:38:03 - 01:37:38:22

Thank you. Mr..

01:37:39:21 - 01:37:40:06

Uh.

01:37:41:07 - 01:37:49:08

And again, just to confirm, this is the proposed development boundary as reduced.

01:37:55:03 - 01:37:55:21

I've got this.

01:37:55:23 - 01:38:15:24

Done on behalf of the applicant. Um, the boundary shown for the Morgan project is the refined boundary that took account, uh, of the, uh, reduction in array area. That was as a result of the navigation risk assessment undertaken. Uh, yes, that's I think that's answering your question.

01:38:16:23 - 01:38:18:01

Splendid. Thank you.

01:38:18:18 - 01:38:19:03

Uh.

01:38:19:14 - 01:38:32:28

I'm just in case it's it's urgent. I've just had a note that, uh, Mr. Armitage from the TSC has his hand up. Or did have, um. Mr.. Certainly. You want to interject?

01:38:33:19 - 01:38:48:12

Um, yes. So it wasn't urgent. It was just to confirm with you that the MCA are a consultee under any planning application in the UK, and, sorry, in the Isle of Man, uh, together with a number of other UK statutory bodies.

01:38:49:16 - 01:38:51:00

That's very helpful. Thank you, Mr. Morrison.

01:38:53:10 - 01:38:55:20

Um, now, back to the applicant. Uh.

01:38:57:28 - 01:39:28:07

Could we just have a commentary on, uh, the constraints to navigation in this space immediately south and east of the northern boundary, which, uh, is clearly part of the, um, the space that you have already told us about earlier on. But, um, could we look, we're looking here at the gap between the two developments and, uh, what needs to be taken into consideration here?

01:39:34:22 - 01:39:40:06

Sorry, sir. It is done on behalf of the applicant. I don't quite understand your question. What needs to be taken into consideration?

01:39:40:08 - 01:39:46:11

What constraints to navigation are there. Um, let me give you an example. Are there any particular.

01:39:46:14 - 01:39:47:04

Uh.

01:39:47:09 - 01:39:51:04

Hazards which we should be aware of in this, this in.

01:39:51:06 - 01:39:51:21

This.

01:39:52:02 - 01:39:52:28

Vicinity?

01:39:55:13 - 01:40:34:10

Um, Andrew, Andrew Rawson, on behalf of the, um, the applicant. Um, I would like to start by saying we have not undertaken a navigation risk assessment for, for more than n um, we understand that the draft one has been prepared, but that has not been provided to, to us as it has to other consultees. Um, so I can't comment on the specific impact of Morven in um, um, however, um, as described through various submissions, um, we received information quite late on the scoping boundary of the Morvern project.

01:40:34:14 - 01:41:09:07

Um, so just to set the scene of the timeline, um, during 2022, we undertook most of our assessment for peer, and at that time we hadn't received any further information or more than in since the agreement release in 2015, some seven years prior. Um, so we assessed it as a tier three project, but didn't include it in any of our navigation simulations or the hazard workshop. Um, during 2023, um, when we announced the boundary changes in January 2023, um, we sought to start engaging with the stakeholders.

01:41:09:11 - 01:41:30:12

Um, we undertook navigation simulations with Stena and was at the time sea truck. During May and June, um, we took our all our modelling and preparation, and it was only in September 2023 when we started to receive some prescribing information from, from Morven in um.

01:41:31:27 - 01:42:21:06

This was, I think, about two weeks before our steam packet navigation simulations, and I think four weeks before our Hazzard workshop. So at this late stage, we sought to include more than in as much as we could. Um, so we did include it in some of the navigation simulations with the steam packet to assess what are the potential impacts on navigation when navigating between, um, the Mawgan array area and the Morven in agreement for lease area? Um, through that navigation simulations and as discussed and it has a workshop, we identified that um in attempting to to maintain enough um, enough clearance, um, a minimum what was called a CPA closest point of approach from the projects.

01:42:21:19 - 01:42:54:02

Um, the space offered of 2.6 nautical miles, um, wouldn't be sufficient to maintain sufficient offset from the array areas and avoid collision with avoid meeting other vessels. So there was the potential for, um, two vessels passing each other, um, to do so at a quite close distance. Um, that could the increased proximity would naturally increase to lead to an increase in potential collision risk.

01:42:54:20 - 01:43:28:05

Um, or alternatively, where collision avoidance was undertaken that might take them closer to the array areas, um, which would increase the risk of collision. Um, so there are the potentials of increased risk based on the assessment undertaken and the hazard workshop feedback where this was discussed. We concluded, as was scored by the consultees that attended the hazard workshop, that the risks of collision and elision, particularly for passenger vessels when passing through this route, would be unacceptable.

01:43:29:00 - 01:43:56:01

Um, and that was as much as we could assess the more than in project. We didn't consider any of the impacts city to the west or to the north, or really to the east of that project. We were concentrating on the passage between those two projects as the primary cumulative impact, and our addendum to the CR Nara in appendix T, appendix D, obviously, our own array sets out that process and those findings.

01:43:58:19 - 01:44:24:03

Thank you. I mean, that's that's very frank. And it's exactly what I'm really getting at here. Is that your to sense having to play catch up here in the that this is this is essentially something which is um information which is emerged at the same time that you have preparing your final stages of your NRA for this application.

01:44:25:02 - 01:44:53:25

Uh, Liz Dunn, on behalf of the applicant, it was information that was made available at the very late stages of the NRA. Uh, it isn't a case that the applicant is playing catch up here, because there isn't currently an application for the more than nine project that is on that. There is a public application for that project indicating how it would address that issue of navigational safety. Yeah.

01:44:54:23 - 01:45:11:29

Um, we have a difficulty here, don't we? Because, uh, we know there is the beginnings of an NRA from the Morven in development, which has been, uh, circulated for comment. Um, just factual check. Has it been circulated to you? The applicant for comment is.

01:45:12:01 - 01:45:14:20

Done on behalf of the applicant. No it hasn't. Okay.

01:45:16:29 - 01:45:54:12

Um, there's a whole lot of detailed questions here which, uh, emerge about this, um, essentially corridor between the two developers. Um, I think what I'm going to just ask for an opinion from you and your team at this stage. Would you characterize what we're seeing here is essentially a, um, not just a corridor, but a crossroads between, uh, is there sufficient, um, traffic in a, uh, direction in

01:45:55:29 - 01:46:04:16

northeast, southwest, between the developments to, to to effectively make this a crossroads rather than just a corridor?

01:46:10:03 - 01:46:14:00

Uh, Andrew Ross, on behalf of the applicant, um.

01:46:16:25 - 01:46:43:22

I, I would say that the principal movements of vessels in that area that we assumed as part of the, uh, as part of the cumulative regional navigation risk assessment, is that the steam packet operations between Heysham and Douglas would be the primary users of the route between Walney and Morgan, and then continuing to pass between um Morven in and Morgan. Um,

01:46:45:08 - 01:47:18:10

the standard line route could and. Preface my points earlier about it would probably be less attractive to them in the future, and they may not choose to go this way. They may choose to pass between Morecambe and Mona, Morecambe and Morgan, Morgan and Walney and um then continue north between Morven in and morning extension. They may, um. There is very little commercial traffic apart from the occasional small coaster. Um, that would likely use this passage.

01:47:18:27 - 01:47:34:22

Um, I, I wouldn't be able to put a number on it, but certainly less than weekly. We might expect a commercial vessel to pass southwest northeast through that location. Um, so I didn't think.

01:47:38:12 - 01:47:48:17

That, um, but, um, there may be some small fishing and recreational vessels, but I, I wouldn't characterize it as a, as a crossroads so much, um.

01:47:49:28 - 01:48:12:23

Understood. Um, I think that's very frank. Um, just for fact checking again, when you run your second set of bridge simulations, which I think you said was in the autumn of 2023, um, was this, um, AFL boundary for more than in factored into those sims?

01:48:15:27 - 01:48:50:18

And on behalf of the applicant. Um, just to explain, there were we refer to it as two sets of navigation simulations. So there were the navigation simulations we conducted in 2022 with each of the operators. Um, so Stena, CLN and Steam Packet all attended their own sessions with the MCA and chamber shipping at occasional sessions as observers. Um, that was on the pier boundaries. And at

that time, um, we treated more than as a tier three project, um, because we had no information at all in 2022.

01:48:51:04 - 01:49:14:11

Um, the second set of simulations were in 2023, based on the revised boundaries we announced in January 2023. Um, the first set of simulations were in in in May and June, I believe. Um, with Stena and uh, sea trucks, the LDN. So during the summer,

01:49:16:01 - 01:50:05:04

this was four, five months before the issue of the scoping report for more than nine. So we had no more information at that time. We knew from section 42 responses that a scoping report was being prepared. Um, but we didn't know anything more. So we didn't include that project. Um, within those first two sessions with the scanner and, um, clean, because we had no more information, it was only in, I think it was the 1st of September when we received, um, a bit more prescribing information for a more van in that we chose to include them in the, um, the steam packet navigation simulations, but we could only do it for that set of Sims because of the programme and the timescales.

01:50:14:04 - 01:50:48:15

And also, on behalf of the applicant, I would just add that whilst we weren't able to include the the boundaries in the earlier navigation simulations. Both those other operators were present at the hazard workshop in in September where we we discussed the Morven project and we showed the results of the steam packet navigation simulations, as I referred to earlier, would be the principal users of that particular passage. Um, just to get comment from the other operators on the validity of those particular findings.

01:50:51:02 - 01:51:19:25

Thank you. That's all helpful. Thank you. Um, there's quite a lot more to be gone through here, and I'm conscious that we've gone through, uh, more than an hour and three quarters. And whether people are ready for a break at this stage. Um, what's the general feeling in the room? Um, would you like us to get to the end of this set of questions? Or should we take a break and then continue.

01:51:20:11 - 01:51:27:04

Uh, les Don, on behalf of the applicant. Um, might be a good time to take a break now, unless it's five minutes of short questions.

01:51:28:26 - 01:51:39:03

I understand that there are some power issues with the projections at the moment, so I understand if we take a break now, those could probably be fixed as well, which might help everybody.

01:51:40:10 - 01:51:43:10

Uh, will the 20 minute break be sufficient?

01:51:43:24 - 01:51:44:19

That's plenty.

01:51:44:21 - 01:52:01:19

Okay, good. Um, so we'll break now and resume at, uh, ten past. Sorry. It's, uh, uh, there's a there's a hand up, um, this, uh, steam packet company. Mr. Hunter.

01:52:01:29 - 01:52:34:15

Uh, hello? Robert Hunter. Steam packet company. Yeah. With respect to your previous slide, I just like to emphasize it may be important to consider that the gap between Morgan and Moore running there are no proposed, as far as I'm aware, vessel traffic services or traffic separation schemes that would potentially aid control navigation in the area. So effectively it would be a free, free for all for individual masters and skippers to apply their own interpretation of the prevention of collision regulations at sea.

01:52:34:17 - 01:52:43:28

And that would be that would be a very subjective, uh, application as well, depending on the experience and knowledge of the people in question for, for ships meeting in that area.

01:52:46:14 - 01:53:08:01

Mr. Han, that's very helpful. Um, it does, um, anticipate some questions which we can perhaps go into more detail. So hold the thought. Uh, and we'll be asking some questions of Mr. Government and Mr. Salter as well, uh, after we resume, um, a little bit later than that, she say, uh, quarter past the resumption.

01:53:09:18 - 01:53:10:15

Thank you very much.