

The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
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30 September 2024

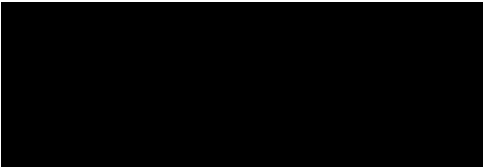
Dear Ms Jones,

**Mona Offshore Wind Project Development Consent Order Application EN010137,
Response to the Examining Authority's first written questions and request for
further information (ExQ1)**

In its first written questions (ExQ1) the Examining Authority put three questions to Moor Vannin Offshore Wind Farm Limited. These covered topics including cumulative impacts to Primary Surveillance Radar and shipping and navigation. Please see attached in the following sheet the responses to those questions.

Yours sincerely

For and on behalf of Moor Vannin Offshore Wind Farm Limited



Dr Julian Carolan
Moor Vannin Consent Project Manager
[redacted]@orsted.com

Aviation and Radar			
Q1.3.7	Moor Vannin Offshore Wind Farm Limited	<p>Cumulative effects on Primary Surveillance Radar The Applicant responded to your Relevant Representation in [PDA-008], Table 2.45, ID RR-045.8.</p> <ul style="list-style-type: none"> • With reference to [APP-075], is MVOWFL satisfied that the Applicant’s assessment has correctly assessed the potential project alone and cumulative effects on PSR? • Does MVOWFL wish to make any further submissions in relation to the assessment or mitigation of potential interference with PSR? 	<p>MVOWFL has reviewed the Applicant’s assessment presented in APP-075 and is satisfied that the assessment has been prepared in accordance with the methods and guidance as expected for a development of this type.</p> <p>At this point, MVOWFL does not have any specific comments regarding the Applicant’s assessment of the potential project alone or cumulative effects on PSR.</p> <p>MVOWFL note that the mitigation proposed by the applicant for Ronaldsway Airport includes ‘radar blanking and airspace change application and/or improvement of the airport MLAT system’. MVOWFL wish to reiterate to the Applicant our desire to discuss strategic mitigation with other East Irish Sea developers and Ronaldsway Airport.</p>
Shipping and Navigation			
Q1.15.9	Moor Vannin Offshore Wind Farm Limited	<p>Cumulative effects including Moor Vannin The Applicant responded to your Relevant Representation in [PDA-008], Table 2.45, ID RR-045.7.</p> <ul style="list-style-type: none"> • To what extent do you agree with the methodology and conclusions of the Applicant’s assessment of shipping and navigation effects, as set out in [APP-059]? 	<p>MVOWFL has reviewed the Applicant’s assessment in APP-059, as well as the Navigational Risk Assessment in APP-098 and does not have any specific comments regarding the assessment methodology.</p> <p>The Applicant has carried out an assessment in accordance with the guidance stipulated by MGN-654, as would be expected for a development of this type. With regard to the conclusions, MVOWFL is currently in the process of carrying out its own assessment of project alone and cumulative shipping and navigation effects, which will be reported in its application for Marine</p>

			<p>Infrastructure Consent to the Isle of Man Government in March 2025. As this process is currently ongoing, MVOWFL does not wish to comment on the conclusions of the Applicant’s assessment as it has not been actively involved in its process.</p>
Q1.15.10	Moor Vannin Offshore Wind Farm Limited	<p>Cumulative effects including Moor Vannin</p> <p>The ES for the Proposed Development concludes that there is the potential for moderate adverse effects (which are significant in EIA terms) in terms of collision and allision when the Mona array is considered cumulatively with other plans and projects [APP-059]. This is attributed to risks arising in the 2.5 nautical mile wide route that would be formed between the proposed Morgan offshore array and the proposed Moor Vannin Offshore Wind Farm. The Applicant proposes no further mitigation of these effects because it assumes that they will be considered through the cumulative assessments to be undertaken for the other projects, most notably Moor Vannin.</p> <ul style="list-style-type: none"> • Can you provide any update as to the cumulative navigational risk assessment that you are undertaking in respect of Moor Vannin and any embedded or additional mitigation that may be adopted in respect of collision and allision risk effects? 	<p>MVOWFL undertook a preliminary assessment of both project alone and cumulative effects on shipping and navigation, in accordance with the Formal Safety Assessment (FSA) procedure stipulated under MGN-654. This was presented in a draft Navigation Risk Assessment (NRA) which was shared with shipping and navigation consultees (operators and regulators) as part of MVOWFL’s Preliminary Environmental Information (PEI) consultation in summer 2024. Consultees were given from the end of July until the 23rd of August to review the draft NRA and provide feedback to MVOWFL, within the formal PEI consultation period for the project.</p> <p>MOWFL has since met with several of these consultees to discuss their review comments. MVOWFL is now in the process of refining and finalising its design envelope for application, taking on board feedback received during the formal PEI consultation.</p> <p>MVOWFL will now undertake an updated assessment of both project alone and cumulative effects on shipping and navigation, based upon this refined design. This is proposed to include a Hazard Identification (HAZID) workshop in Q4 2024, before the NRA is completed.</p> <p>MVOWFL plans to invite the developers of the Morgan, Mona and Morecambe projects to attend. The</p>

			<p>assessment will be reported as part of the Environmental Impact Statement to accompany its application for Marine Infrastructure Consent to the Isle of Man Government in March 2025.</p> <p>As this process is ongoing, MVOWFL does not wish to provide detailed comment at this stage on any embedded or additional mitigation that may be adopted. However, noting that the Applicant should fully mitigate impacts arising from their development without prejudicing other developments to mitigate residual effects.</p>
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