



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Planning Statement

[Marine policies tracker](#)



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1 Marine policies tracker

1.1 Introduction

1.1.1 Overview

1.1.1.1 This marine policies tracker forms Annex J28.2 of the Planning Statement.

1.1.1.2 As elements of the Transmission Assets are offshore, the purpose of this document is to demonstrate compliance with the relevant marine policies for the Transmission Assets.

1.1.1.3 The Marine Policy Statement (MPS) and North West Marine Plan (NWMP) were adopted pursuant to the Marine and Coastal Access Act 2009. The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the MPS and NWMP unless relevant considerations indicate otherwise

2 UK marine policy statement tracker

Table 2.1: Summary of UK marine policy statement

Policy	Summary	Accordance with the policy
<p>Chapter 2: Box 1, The high-level marine objectives</p>	<p>Achieving a sustainable marine economy.</p> <ul style="list-style-type: none"> Infrastructure is in place to support and promote safe, profitable and efficient marine businesses. The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future. Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently. Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace. <p>Ensuring a strong, healthy and just society</p> <ul style="list-style-type: none"> People appreciate the diversity of the marine environment, its seascapes, its natural and cultural heritage and its resources and act responsibly. The use of the marine environment is benefiting society as a whole, contributing to resilient and cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing. The coast, seas, oceans and their resources are safe to use. The marine environment plays an important role in mitigating climate change. 	<p>The Transmission Assets would allow the connection of two offshore wind farms into the National Grid therefore providing infrastructure which supports and promotes the best use of wind resources in an appropriate manner for sustainable renewable energy which is wholly in line with the aims of the UK Marine Policy Statement.</p> <p>The ES (document reference F) and supporting documents submitted with this application for development consent evidence the methodology and assessment of the marine environment. The Consultation Report (document reference E1) also provides evidence of the consultation and engagement activities carried out by the Applicants regarding this proposal and the submitted Commitments Register (document reference F1.5.3) identifies the mitigation measures proposed by the Transmission Assets to ensure that the marine environment and marine businesses are not subject to significant or unacceptable impacts as required by the UK Marine Policy Statement.</p> <p>Volume 2, Chapter 9 of the ES (document reference F2.9) sets out the assessment of effects in relation to other sea users, including recreational users.</p> <p>Paragraph 3.3.4 of the MPS recognises "the positive wider environmental, societal and economic benefits of low carbon electricity generation and carbon capture and storage as key technologies for reducing carbon dioxide emissions".</p> <p>The Transmission Assets would make a contribution towards the UK's part in meeting the recently agreed COP-28 Global Renewables and Energy Efficiency Pledge to triple the world's installed renewable energy generation capacity by 2030.</p> <p>The Transmission Assets would contribute towards the British Energy Security Strategy's target of 50 GW of offshore wind by 2030.</p> <p>The Transmission Assets would assist in meeting the UK Government's target in the Climate Change Act 2008 of 'net zero' greenhouse gas emissions for the year 2050 in order to meet its obligations under international climate change agreements.</p> <p>Benefits to society from the Transmission Assets are addressed in Chapter 6 (1.2) of the Planning Statement (document reference J28).</p>

Policy	Summary	Accordance with the policy
	<ul style="list-style-type: none"> • There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community. • Use of the marine environment will recognise, and integrate with, defence priorities, including the strengthening of international peace and stability and the defence of the UK and its interests. <p>Living within environmental limits.</p> <ul style="list-style-type: none"> • Biodiversity is protected, conserved and where appropriate recovered and loss has been halted. • Healthy marine and coastal habitats occur across their natural range and are able to support strong, biodiverse biological communities and the functioning of healthy, resilient and adaptable marine ecosystems. • Our oceans support viable populations of representative, rare, vulnerable, and valued species. <p>Promoting good governance.</p> <ul style="list-style-type: none"> • All those who have a stake in the marine environment have an input into associated decision-making. • Marine, land and water management mechanisms are responsive and work effectively together, for example through integrated coastal zone management and river basin management plans. • Marine management in the UK takes account of different management systems that are in place because of administrative, political or international boundaries. 	<p>Impacts on marine species are assessed in the following documents within Volume 2 of the ES;</p> <ul style="list-style-type: none"> • Chapter 2: Benthic subtidal and intertidal ecology of the ES (document reference F2.2); • Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3); • Chapter 4: Marine mammals of the ES (document reference F2.4); and • Chapter 5: Offshore ornithology of the ES (document reference F2.5). <p>Impacts on marine species are also assessed within the Stage 1 MCZ assessment (document reference E4), the ISAA Part 2 (document reference E2.2) and the ISAA Part 3 (document reference E2.3).</p> <p>Impacts on coastal processes are considered in Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1).</p> <p>River basin management plans are given due consideration in Volume 3, Chapter 2: Hydrology and flood risk of the ES (document reference F3.2).</p> <p>Throughout the ES, the precautionary principle has been adopted within the impact assessments set out above. This includes ensuring the maximum design scenario is considered in all impact assessments, for example the maximum possible number and sizes of unexploded ordnance has been assessed in Volume 2, Chapter 4: Marine mammals of the ES (document reference F2.4). In addition, the most precautionary assumptions relating to presence, distribution and abundances have been assumed for many of the ecological assessments, for example assuming the highest density of birds and marine mammals within assessments to ensure impacts are not underestimated (refer to Volume 2, Chapter 4 and Volume 2, Chapter 5: Offshore ornithology of the ES (document references F2.4 and F2.5)). This approach has been adopted throughout the impact assessments to ensure the precautionary principle is applied.</p>

Policy	Summary	Accordance with the policy
	<ul style="list-style-type: none"> • Marine businesses are subject to clear, timely, proportionate and, where appropriate, planned regulation. • The use of the marine environment is spatially planned where appropriate and based on an ecosystems approach which takes account of climate change and recognises the protection and management needs of marine cultural heritage according to its significance. <p>Using sound science responsibly.</p> <ul style="list-style-type: none"> • Our understanding of the marine environment continues to develop through new scientific and socio-economic research and data collection. • Sound evidence and monitoring underpins effective marine management and policy development. • The precautionary principle is applied consistently in accordance with the UK Government and Devolved Administrations' sustainable development policy. 	
2.5: Economic, social and environmental considerations	<p>Economic and social considerations.</p> <p>2.5.2 Properly planned developments in the marine area can provide environmental and social benefits as well as drive economic development, provide opportunities for investment and generate export and tax revenues. The marine planning system will help to promote these benefits in contributing to the achievement of sustainable development. There will therefore be a presumption in favour of sustainable development in the marine planning system.</p> <p>2.5.3 Marine based activities can provide opportunities for employment in long established industries such as fishing, marine transport, port related storage and processing, oil and gas production and new and</p>	<p>Potential beneficial socio-economics impacts relevant to the Transmission Assets are considered in assessment of sensitivity of receptors (value and importance). See Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2) which considers economic and social considerations of the Transmission Assets including socio-economic benefits.</p> <p>The MSFD, WFD, Habitats Directive and Wild Birds Directive are all given consideration in the following chapters of the ES:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes (document reference F2.1) • Volume2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) • Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) • Volume 2, Chapter 4: Marine mammals (document reference F2.4)

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	<p>developing industries such as the renewable energy sector and associated offshore electricity transmission. This employment provides wide and long term benefits for both national and local economies.</p> <p>Environmental considerations.</p> <p>2.5.8 The UK's marine environment is extremely rich and varied, supporting a wide range of species of national and international importance. It provides vital ecosystem goods and services including provision of food and regulation of the climate. A healthy marine ecosystem is fundamental to supporting sustainable development, thus ensuring wide social and economic benefits. There is a wide range of legislative provisions (and other biodiversity and ecologically relevant obligations) at the international and national level that Marine Plans need to take into account. These include the Marine Strategy Framework Directive (MSFD) (Directive 2008/56/EC), Water Framework Directive (WFD) (Directive 2000/60/EC), Habitats Directive and Wild Birds Directive.</p>	<ul style="list-style-type: none"> • Volume 2, Chapter 5: Offshore ornithology (document reference F2.5) <p>In addition, Volume 2, Annex 2.2: Water Framework Directive coastal waters assessment demonstrates how the offshore elements of the Transmission Assets comply with the WFD.</p> <p>The HRA Stage 1 Screening report (document reference E3) identifies direct or indirect effects on European sites which could be affected, and those sites have been assessed in the HRA Stage 2 ISAA (document reference E2.1, E2.2 and E2.3), demonstrating how the project has fully accounted for the Habitats Directive and Wild Birds Directive.</p>
<p>2.6.1: Marine ecology and biodiversity</p>	<p>2.6.1.3 Marine planning will be a key tool for ensuring that the targets and measures to be determined by the UK for the MSFD can be implemented. As a general principle, development should aim to avoid harm to marine ecology, biodiversity and geological conservation interests (including geological and morphological features), including through location, mitigation and consideration of reasonable alternatives. Where significant harm cannot be avoided, then appropriate compensatory measures should be sought. Additional requirements apply in relation to developments affecting Natura 2000 sites.</p> <p>2.6.1.4 It is also recognised that the benefits of development may include benefits for marine ecology, biodiversity and geological conservation interests and</p>	<p>The Transmission Assets has sought to avoid harm to marine ecology, biodiversity and geological conservation interests as part of the site selection process as presented within Volume 1, Chapter 4: Site selection and alternatives of the ES (document reference F1.4) and each of these matters have been identified, assessed and mitigated as part of the relevant chapters of the ES, as follows:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes (document reference F2.1) • Volume2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) • Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) • Volume 2, Chapter 4: Marine mammals (document reference F2.4) • Volume 2, Chapter 5: Offshore ornithology (document reference F2.5)

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	<p>that these may outweigh potential adverse effects. Development proposals may provide, where appropriate, opportunities for building-in beneficial features for marine ecology, biodiversity and geodiversity as part of good design; for example, incorporating use of shelter for juvenile fish alongside proposals for structures in the sea. When developing Marine Plans, marine plan authorities should maximise the opportunities for integrating policy outcomes.</p> <p>2.6.1.5 Marine plan authorities should apply precaution within an overall risk-based approach, in accordance with the sustainable development policies of the UK Administrations. The marine plan authority should ensure that appropriate weight is attached to designated sites; to protected species; habitats and other species of principal importance for the conservation of biodiversity; and to geological interests within the wider environment.</p>	<p>The HRA Stage 1 Screening report (document reference E3) identifies direct or indirect effects on European sites which could be affected, and those sites have been assessed in the HRA Stage 2 ISAA (document reference E2.1, E2.2 and E2.3).</p> <p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p>
2.6.6 Historic environment	<p>2.6.6.3 The view shared by the UK Administrations is that heritage assets should be enjoyed for the quality of life they bring to this and future generations, and that they should be conserved through marine planning in a manner appropriate and proportionate to their significance. Opportunities should be taken to contribute to our knowledge and understanding of our past by capturing evidence from the historic environment and making this publicly available, particularly if a heritage asset is to be lost.</p> <p>2.6.6.5 Many heritage assets with archaeological interest in these areas are not currently designated as scheduled monuments or protected wreck sites but are demonstrably of equivalent significance. The absence of designation for such assets does not necessarily indicate lower significance and the marine plan authority should</p>	<p>The assessment of effects at section 8.11 of Volume 2, Chapter 8: Marine archaeology (document reference: F2.8) of the ES has considered the significance of all known and potential heritage assets within the Transmission Assets Offshore Order Limits. The measures adopted as part of Transmission Assets (section 8.8) include the preservation in situ of all known heritage assets of medium and high archaeological potential through the implementation of Archaeology Exclusion Zones (AEZs). The measures adopted also include archaeological input to any future geophysical and geotechnical surveys undertaken that may produce new archaeological data and understandings of the historic marine environment of the area.</p> <p>This approach has been adopted through discussion with Historic England (HE) and other stakeholders through the AHEF and is set out in section 8.10.</p> <p>Full details of marine archaeology mitigation is presented in the accompanying Outline Offshore WSI and PAD (Volume 2, Annex 8.2 of the ES, document reference F2.8.2).</p>

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	<p>consider them subject to the same policy principles as designated heritage assets (including those outlined) based on information and advice from the relevant regulator and advisors.</p> <p>2.6.6.9 Where the loss of the whole or a material part of a heritage asset's significance is justified, the marine plan authority should identify and require suitable mitigating actions to record and advance understanding of the significance of the heritage asset before it is lost. Requirements should be based on advice from the relevant regulator and advisors.</p>	
<p>2.6.7 Climate change adaptation and mitigation</p>	<p>Climate change adaptation and mitigation.</p> <p>2.6.7.6 Marine planning also has an important role to play in facilitating climate change mitigation, through actions such as offshore renewables and carbon capture and storage; this is described further in section 3.3.</p> <p>Issues for consideration.</p> <p>2.6.7.8 Marine plan authorities should take account of the findings of the latest UK Climate Change Risk Assessment, relevant national adaptation programmes and the latest set of UK Climate Projections, as well as any other relevant research. Marine plan authorities should also consider the opportunities to increase the resilience of the marine environment to adapt to the impacts of climate change including by:</p> <p>...</p> <ul style="list-style-type: none"> • Considering the opportunities for synergies with, and recognising the benefits of, climate change mitigation actions in the marine environment which may include, but are not limited to, offshore renewable energy, 	<p>Section 4 of the Planning Statement (document reference J28) sets out the need for the project in order to contribute the UK's production of renewable energy production and lessening the UK's dependence on fossil fuels to ultimately mitigate the effects of climate change.</p> <p>In addition, the impact of GHG emissions arising from the construction, operation and maintenance and decommissioning of the Transmission Assets, resulting in an effect on the global atmospheric GHG concentration that contributes to climate change, has been assessed and reported in Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).</p>

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	carbon capture and storage and certain types of shipping.	
3.3 Energy production and infrastructure development	<p>3.3.2 The UK faces a significant challenge in achieving a secure, affordable low carbon energy supply. The Climate Change Act 2008 and Climate Change (Scotland) Act 2009 established a long-term framework to cut greenhouse gas emissions by at least 80% below 1990 levels by 2050, and the Climate Change Committee recommended that the electricity sector needed to be largely decarbonised by 2030. As part of our move to a low carbon energy economy, the UK must meet a legally binding EU target for 15% of energy consumption to come from renewable sources by 2020. There are specific targets in different parts of the UK.</p> <p>3.3.3 A significant part of the renewable energy required to meet these targets and objectives will come from marine sources. Offshore wind is expected to provide the largest single renewable electricity contribution as we move towards 2020 and beyond. Wave and tidal stream technologies also have significant potential in the medium to long-term. In some parts of the UK nuclear and other power stations may be sited in coastal locations and will have a significant role to play within the UK's energy mix as we move towards low carbon energy supply. In addition to mitigating the impacts of climate change, contributing to securing the UK's energy objectives will bring substantial socio-economic benefits such as employment and income opportunities, transferable technology and skills development.</p> <p>Issues for consideration for all energy infrastructure</p> <p>3.3.4 When decision makers are examining and determining applications for energy infrastructure and marine plan authorities are developing Marine Plans they should take into account:</p>	<p>The submitted ES (document reference F1 to F4) sets out the baseline environmental information and environmental assessments predicted to arise from the Transmission Assets. A range of mitigation is proposed as part of the application for development consent, and details are presented in the Commitments register (document reference F1.5.3).</p> <p>NPS EN-1 paragraph 3.3.62 defines that here is a critical national need for low carbon energy infrastructure projects, which includes energy transmission projects that would make a significant contribution to decarbonising the UK's energy system and achieving the target to reach net zero by 2050. The Transmission Assets, as an energy transmission CNP infrastructure project, will make a beneficial contribution to global efforts to reduce the effects of climate change and would represent a meaningful contribution achieving security of UK energy supplies by unlocking the potential for offshore wind generation from the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm. As such, the Transmission Assets will make a material contribution to reducing the UK's current shortfall in meeting the policy ambition 50 GW of offshore wind electricity generation by 2030.</p> <p>Furthermore, the Transmission Assets would have a direct economic benefit, including employment and gross value added.</p> <p>The technology type, size, structure and geographical location of the Transmission Assets is considered and presented within Volume 1, Chapter 4: Site Selection and Alternatives of the ES (document reference F1.4). This chapter also considers and applies the mitigation hierarchy.</p> <p>The Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p> <p>The potential impacts on marine fish, mammals and birds, as well as on hydrodynamics are considered and assessed in the following chapters, reports and Outline plans:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1); • Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3); • Volume 2, Chapter 4: Marine mammals of the ES (document reference F2.4);

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	<ul style="list-style-type: none"> the national level of need for energy infrastructure, as set out in the Overarching National Policy Statement for Energy (EN-1) which applies in England and Wales, the National Planning Framework which applies in Scotland and the Strategic Energy Framework in Northern Ireland; the UK's policy objective to maximise economic development of the UK's oil and gas resources reflecting their importance to the UK's economic prosperity and security of energy supply; the positive wider environmental, societal and economic benefits of low carbon electricity generation and carbon capture and storage as key technologies for reducing carbon dioxide emissions; that the physical resources and features that form oil and gas fields or suitable sites for gas or carbon dioxide storage occur in relatively few locations and need first of all to be explored for and can then only be exploited where they are found. Similarly, renewable energy resources can only be developed where the resource exists and where economically feasible; the potential impact of inward investment in offshore wind, wave, tidal stream and tidal range energy related manufacturing and deployment activity; as well as the impact of associated employment opportunities on the regeneration of local and national economies. All of these activities support the objective of developing the UK's low carbon manufacturing capability; and the UK's programme to support the development and deployment of Carbon Capture and Storage (CCS) and in particular the need for suitable locations that provide for the permanent storage of carbon dioxide. 	<ul style="list-style-type: none"> Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5); ISAA Part 2 (document reference E2.2); ISAA Part 3 (document reference E2.3); and Outline Measures to minimise disturbance to marine mammals and rafting birds from vessels (document reference J16). <p>Overall, the Transmission Assets will support the aims of these Marine policies and the significant benefit resulting from the Project will further the aims of the UK Marine Policy Statement.</p> <p>The impacts of construction, operation and maintenance and decommissioning phases (including impacts from underwater sound) on marine fish and marine mammals are assessed in Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) (document reference F2.3) and Volume 2, Chapter 4: Marine mammals of the ES, document reference F2.4, respectively with mitigation detailed in each chapter. Impacts and mitigation on commercial fisheries and other sea users are presented in the relevant ES chapters (Volume 2, Chapter 6: Commercial fisheries of the ES, document reference F2.6 and Volume 2, Chapter 9: Other sea users of the ES, document reference F2.9, respectively).</p> <p>Measures adopted as part of the project are set out in full in the Commitments Register (document reference F1.5.3)</p> <p>The Transmission Assets has sought to avoid harm to marine ecosystems and to protect marine habitats, species and heritage as much as possible as part of the site selection process as presented within Volume 1, Chapter 4: Site selection and alternatives of the ES (document reference F1.4) and each of these matters have been identified, assessed and mitigated as part of the relevant chapters of the ES, as follows:</p> <ul style="list-style-type: none"> Volume 2, Chapter 1: Physical processes (document reference F2.1) Volume 2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) Volume 2, Chapter 4: Marine mammals (document reference F2.4) Volume 2, Chapter 5: Offshore ornithology (document reference F2.5)

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	<p>Renewable energy.</p> <p>3.3.16 The low-carbon energy industry is developing rapidly in response to strategic Government policy and financial mechanisms. The UK is currently the leading country for offshore wind deployment and the potential sites identified for offshore renewables (including offshore wind, wave and tidal) show the huge exploitable renewable energy resource in UK waters which would keep the UK as a global leader in renewable energy production from these technologies. Increasing the generation of energy from low carbon sources will mitigate against climate change, lessen the UK's dependence on fossil fuels and improve energy security by increasing the diversity of electricity supply.</p> <p>3.3.17 The UK Administrations have undertaken a large number of studies to assess the environmental implications and spatial interactions of increasing renewable energy deployment in UK waters. From these studies, it was concluded that there are no overriding environmental reasons to prevent the achievement of our assessed plans for offshore wind and sub-sea grid development up to 2020, if mitigation measures are implemented to prevent, reduce and offset any significant adverse effects. Further studies and a rolling programme of Environmental Assessments are underway to strategically assess the implications of draft plans/ programmes to enable further leasing for offshore energy, including CCS and marine renewables.</p> <p>Offshore wind.</p> <p>3.3.19 The UK has some of the best wind resources in the world and offshore wind will play an important and growing part in meeting our renewable energy and carbon emission targets and improving energy security by 2020, and afterwards towards 2050. Harnessing and</p>	<p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p> <p>The impacts of underwater cables (i.e., EMF, habitat loss/disturbance, introduction of hard substrata) have been identified and addressed in each of the relevant chapters of the ES which include offshore elements and the landfall area, such as:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes (document reference F2.1) • Volume 2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) • Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) • Volume 2, Chapter 4: Marine mammals (document reference F2.4) <p>Trenchless techniques are proposed at landfall to mitigate environmental impacts. Offshore Cable Specification and Installation Plan(s) will be produced, in accordance with the Outline Offshore Cable Specification and Installation Plan (document reference J15) and include details of cable burial depths, cable protection and cable monitoring. In addition, mitigation will be employed at the landfall to, where possible avoid and at worst minimise the potential for disturbance to protected intertidal bird species (Volume 3, Chapter 4: Onshore and intertidal ornithology; document reference F3.4).</p> <p>Section 4 of the Planning Statement (document reference J28) sets out the need for the project in order to contribute the UK's production of renewable energy production and lessening the UK's dependence on fossil fuels.</p> <p>The Planning Statement also sets out how the Transmission Assets contributes towards supporting to energy grid due to Morgan OWL and Morecambe OWL working collaboratively to deliver coordinated connection of two offshore wind farms to the National Grid in line with the National Grid's Holistic Network Design Review.</p> <p>In relation to risks to other sea users from cable infrastructure, these have been assessed in the following chapters, which set out mitigation and management measures to reduce risks to other sea users:</p> <ul style="list-style-type: none"> Volume 2, Chapter 6: Commercial fisheries (document reference F2.6) • Volume 2, Chapter 7: Shipping and navigation (document reference F2.7) • Volume 2, Chapter 9: Other sea users (document reference F2.9)

Policy	Summary	Accordance with the policy
	<p>connecting offshore wind is currently more technologically challenging and more expensive than harnessing and connecting onshore wind. However, offshore wind has a larger potential, due to a stronger and more consistent wind source at sea leading to higher power outputs. As the most mature of the offshore renewable energy technologies, it has the potential to have the biggest impact in the medium-term on security of energy supply and carbon emission reductions through its commercial scale output. Expansion of the offshore wind supply is likely to require significant investment in new high-value manufacturing capability with potential to regenerate local and national economies and provide employment.</p> <p>Potential impacts.</p> <p>3.3.22 It should be recognised that the potential benefits and adverse effects of renewable energy developments will vary greatly, depending for example on the technology type and their size, structure and geographical location.</p> <p>3.3.23 Renewable energy offers the potential for significant broad-scale environmental benefits through mitigating greenhouse gas emissions from energy production. In addition there are a number of potentially significant socio-economic benefits from the sector including employment opportunities, export business and energy security. As yet, the potential for benefits such as introduction of artificial reef structures, which can yield biodiversity benefits and fishing opportunities around wind farm sites, have not been fully explored. These should be considered further in the context of marine planning, and for individual developments.</p> <p>3.3.24 Renewable energy developments can potentially have adverse impacts on marine fish and mammals, primarily through construction noise and may displace</p>	<p>With respect to commercial fisheries, specific measures have been put in place to minimise risks from cable infrastructure (e.g. snagging). Detailed Fisheries Liaison and Coexistence Plan(s) will be developed in accordance with the Outline Fisheries Liaison and Coexistence Plan (document reference J13) and will include details for providing advance warning and information on accurate locations for construction and maintenance activities, associated Safety Zones, and advisory passing distances to be given via Notifications to Mariners to ensure navigation safety.</p>

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	<p>fishing activity and have direct or indirect impacts on other users of the sea, including mariners. Certain bird species may be displaced by offshore wind turbines, which also have the potential to form barriers to migration or present a collision risk for birds. Their foundation designs are likely to have an effect on hydrodynamics and consequent sediment movement. This includes potential scouring of sediments around the bases of turbines. These and other potential adverse impacts, together with potential mitigation measures, are considered in the National Policy Statement for Renewable Energy Infrastructure (EN-3).</p> <p>Offshore Electricity Networks.</p> <p>3.3.26 The UK has historically had a centralised electricity generation network relying on large scale generation from conventional power stations, some clustered in specific parts of the country. However, the move to diversify the UK's electricity generation including major increases in offshore wind, wave and tidal generation will require the expansion, connection and reinforcement of the UK's electricity networks both onshore and offshore. Timely development of the offshore electricity network in all parts of the UK is vital to help ensure the continued deployment of offshore renewable power generation. The UK Government has established a new offshore transmission regime to help ensure that the substantial investment required to connect offshore generation projects to the onshore grid is delivered in a cost effective manner to maximise the benefits to consumers and renewable energy developers. In addition, potential new sub-sea cabling to reinforce and better connect certain sections of the onshore grid is a key part of supporting the growth of renewable and low carbon generation.</p>	

Policy	Summary	Accordance with the policy
	<p>Potential Impacts.</p> <p>3.3.29 There are obvious social and economic benefits from such an increase in network capacity, most notably the facilitation of offshore renewable energy. There are also social and economic risks associated with such an increase in underwater cabling, which may affect activities such as dredging and the use of certain fishing gear, and impact on other sea users, including existing cable and pipeline operators.</p> <p>3.3.30 An increase in underwater cables in the UK marine area will cause environmental impacts. Impacts from cable installations on the sea bed are low and mainly occur due to the physical disturbance involved with their placement. They tend to be of short duration with a relatively small area being affected. The main impact will be where cable protection, for example rock armour or concrete mattresses, is required where cable burial is not feasible. This is particularly the case where cables either run through, or have landfall within, any site designated as being of national or international nature conservation importance or other sensitive areas such as designated shell fisheries, spawning or nursery grounds for economically important fish species or marine archaeological sites. It may also displace fishing activity.</p>	
3.8 Fisheries	<p>3.8.7 Fishing activity is sensitive to changes in other sea uses. Marine developments have the potential to prevent, displace or encourage fishing activities. There are potential social, economic and environmental impacts of displacement of fishing activity caused by other sea uses, particularly if from well established fishing grounds. In addition to marine fish stocks associated with commercial sea fishing, the coastal environment is important as a corridor for migrating Atlantic salmon and European eel, and in providing the marine feeding ground for sea trout.</p>	<p>This is considered in Volume 2, Chapter 6: Commercial fisheries (document reference F2.6). Of relevance the application is accompanied by the following documents:</p> <ul style="list-style-type: none"> • Production of Offshore Cable Specification and Installation Plan(s) in accordance with the Outline Offshore Cable Specification and Installation Plan (document reference J15) to include details of cable burial depths, cable protection and cable monitoring. • Detailed Fisheries Liaison and Coexistence Plan(s) will be developed in accordance with the Outline Fisheries Liaison and Coexistence Plan (document reference J13) and will include details for providing advance warning and information on accurate locations for construction and maintenance activities, associated Safety Zones, and advisory passing distances to be given via Notifications to Mariners to ensure navigation safety.

Policy	Summary	Accordance with the policy
	<p>These important species that support coastal and inland commercial fishing and recreational angling could be vulnerable to a wide range of coastal activities.</p> <p>3.8.10 Marine plan authorities should consider the potential social and economic impacts of other developments on fishing activity, as well as potential environmental impacts. They should, for example, have regard to the impacts of displacement and whether it is possible for vessels to relocate to other fishing grounds. They should also consider the potential impacts of this displacement on the viability of fish stocks and on the marine landscape in the alternative fishing grounds. They will also wish to consider and measure the impacts on local communities of any reduction in fishing activity, redistribution of fishing effort or associated impact on related businesses as the result of a marine development. Marine plan authorities should engage with other regions to where activity is displaced to ensure that a comprehensive picture of impacts is developed and unintended consequences are avoided. Wherever possible, decision makers should seek to encourage opportunities for co-existence between fishing and other activities. Inshore Fisheries Groups in Scotland and Inshore Fisheries and Conservation Authorities (IFCAs) in England will be expected to participate fully in wider marine planning. Welsh Ministers are also seeking to put in place a mechanism to enable local and national input into fisheries management plans and policies.</p>	<p>The plans will seek to minimise the duration for which the offshore export cable corridors will be closed to vessels during construction, to limit disruption to commercial fishing activities, if and where practicable. This will include the appointment of a company fisheries liaison officer.</p> <ul style="list-style-type: none"> • Offshore Environmental Management Plan(s) will be developed, to include details of a Fisheries Coexistence and Liaison Plan. • Offshore Decommissioning Programme(s) will be developed prior to decommissioning. <p>Engagement with the fishing sector is evidenced in the Consultation Report (document reference E1).</p> <p>The above documents demonstrate the Applicants' approach to identify suitable solutions which allow the co-existence of compatible activities and ways to minimise and reduce conflict with commercial fisheries.</p> <p>Diadromous fish and their migratory behaviours are presented in Volume 2, Annex 3.1: Fish and shellfish ecology technical report of the ES (document reference F2.3.1) and are considered in the assessment of effects in sections 3.11 and 3.13 of Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3), aligning with fisheries considerations required within the UK Marine Policy Statement.</p> <p>Volume 2, Chapter 6: Commercial fisheries (document reference F2.6) identifies and assesses the potential impacts of the Transmission Assets on marine fish stock.</p> <p>Explicit fishing sector support is expressed within the UK Marine Policy Statement, advocating seeking solutions, such as co-location of activity wherever possible' regarding displacement, stipulating in paragraphs 3.8.1, 3.8.2, and 2.3.1.5 that the marine planning process should 'enable the co-existence of compatible activities wherever possible' and supporting real or potential conflict reduction, along with encouraging activity co-existence and maximising compatibility. Volume 2, Chapter 6: Commercial fisheries of the ES (document reference F2.6) sets out the assessment of effects in relation to commercial fisheries.</p>

3 North west inshore and north west offshore marine plan policy tracker

Table 3.1: Summary of northwest inshore and northwest offshore marine plan policy

Policy	Summary	Accordance with the policy
Policy NW-INF-1	Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.	Policy priority for potential beneficial socio-economics impacts relevant to the Transmission Assets are considered in assessment of sensitivity of receptors (value and importance). See sections 2.11 and 2.12 of Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2) which demonstrate how the Transmission Assets comply with the aims of this policy.
Policy NW-CO-1	Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported. Proposals that may have significant adverse impacts on, or displace, existing activities must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate adverse impacts so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.	The Applicants are taking, and will continue to take, steps to minimise the impacts upon the fishing industry in the area through appropriate mitigation where required. The location of the infrastructure will be aligned within shared offshore and onshore cable corridors to minimise impacts to the environment and the community. Measures adopted as part of the Transmission Assets, and which are relevant to commercial fisheries, are provided in section 6.8 of Volume 2, Chapter 6: Commercial fisheries of the ES (document reference F2.6) and include a commitment to develop a Fisheries Liaison and Coexistence Plan (FLCP). An Outline FLCP (document reference J13) is submitted as part of the application for development consent, aligning with NW-CO-1.
NW-AGG-1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the proposal is compatible with aggregate extraction.	As demonstrated in Volume 2, Chapter 9: Other sea users (document reference F2.9), there is no overlap between the Transmission Assets and any marine aggregate extraction or disposal sites therefore there would be no need for a licence for extraction or any conflict with this policy.
NW-CAB-1	Preference should be given to proposals for cable installation where the method of protection is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.	Cable burial is the preferred option for cable installation where practicable as per CoT 54, as described in Volume 1, Annex 5.3: Commitments Register of the ES (document reference F1.5.3). Parameters for cable protection are set out in Volume 1, Chapter 3: Project Description (document reference F1.3), with further details provided in the Outline CSIP (document reference J15) and Outline CBRA (document reference J14) provided in support of the Application.

Policy	Summary	Accordance with the policy
Policy NW-CAB-3	Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable.	In addition, Volume 2, Chapter 9: Other sea users (document reference F2.9), identifies measures adopted to minimise negative impacts and reduce risks to satisfy the requirements of NW-CAB-1 and NW-CAB-3, such measures include the submission of an Offshore Crossing Schedule (document reference F1.3.1) which provides a list of existing assets within the Offshore Order Limits. The Applicants have set a commitment to seek proximity and crossing agreements within the Commitments Register (CoT51, document reference F1.5.3) where crossings and proximity is required and have and will continue to engage with third parties to agree commercial and technical requirement.
Policy NW-OG-1	Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.	Effects on activities within oil and gas licence blocks are assessed in Volume 2, Chapter 9: Other sea users (document reference F2.9), section 9.11.5, as required by NW-OG-1.
Policy NW-PS-1	<p>In line with the National Policy Statement for Ports, sustainable port and harbour development should be supported.</p> <p>Only proposals demonstrating compatibility with current port and harbour activities will be supported.</p> <p>Proposals within statutory harbour authority areas or their approaches that detrimentally and materially affect safety of navigation, or the compliance by statutory harbour authorities with the Open Port Duty or the Port Marine Safety Code, will not be authorised unless there are exceptional circumstances.</p> <p>Proposals that may have a significant adverse impact upon future opportunity for sustainable expansion of port and harbour activities, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>Impacts on navigational safety are presented in Volume 2, Chapter 7: Shipping and navigation of the ES (document reference F2.7).</p> <p>It is noted however that the construction base for the Transmission Assets is not yet determined, but previous offshore wind projects elsewhere in the UK have successfully mitigated these operational challenges, particularly through marine coordination of construction activities and liaison with ports and harbours including Notices to Mariners.</p> <p>Detailed Fisheries Liaison and Coexistence Plan(s) will be developed in accordance with the Outline Fisheries Liaison and Coexistence Plan (document reference J13) and will include details for providing advance warning and information on accurate locations for construction and maintenance activities, associated Safety Zones, and advisory passing distances to be given via Notifications to Mariners to ensure navigation safety. This will include the appointment of a company fisheries liaison officer.</p>

Policy	Summary	Accordance with the policy
Policy NW-PS-2	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within or encroaching upon International Maritime Organization routing systems unless there are exceptional circumstances.	No static sea surface infrastructure is associated with the Transmission Assets. Impacts to under keel clearance as a result of subsea assets and/or the associated protection where required have been assessed in Volume 2, Chapter 7: Shipping and navigation of the ES (document reference F2.7). The Applicants have committed to a number of measures, including the burial of the cables where feasible, and no more than 5% of water depth reduction as a result of external protection where burial cannot be achieved (CoT45 Error! Reference source not found.). The Transmission Assets do not encroach upon any International Maritime Organization routing systems.
Policy NW-PS-3	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.	
Policy NW-PS-4	Proposals promoting or facilitating sustainable coastal and/or short sea shipping as an alternative to road, rail or air transport will be supported where appropriate.	Sustainable (onshore) transport is discussed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7) and within the Outline Construction Traffic Management Plan (document reference J5). However, as a marine development, ports will be selected post-consent to facilitate sustainable transport. Impacts on navigational safety are presented in Volume 2, Chapter 7: Shipping and navigation of the ES (document reference F2.7).
Policy NW-REN-1	Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.	The Transmission Assets fundamental purpose is the provision of renewable energy. Policy priority for potential beneficial socio-economics impacts relevant to the Transmission Assets are considered in assessment of sensitivity of receptors (value and importance). See sections 2.11 and 2.12 of Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2). In addition, the impact of increased employment opportunities is assessed for its significance in sections 2.11 and 2.12 of Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2). An Outline Employment and Skills Plan is submitted as part of the application (document reference J10), which will present a set of actions that will form the basis of the post-consent Employment and Skills Plan to help develop and support the economic benefits associated with the Transmission Assets in relation to skills and employment within the offshore wind sector.
Policy NW-REN-2	Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed	The agreements for lease relate solely to the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm which have been awarded licences during The Crown Estate's Offshore Wind Leasing Round 4 process. Further details on the Round 4

Policy	Summary	Accordance with the policy
	<p>development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation project.</p>	<p>process are provided in Volume 1, Chapter 2: Policy and legislation context of the ES (document reference F1.2).</p>
<p>NW-HER-1</p>	<p>Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported.</p> <p>Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- any harm to the significance of heritage assets.</p> <p>If it is not possible to mitigate, then public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets.</p>	<p>The assessment of effects at section 8.11 of Volume 2, Chapter 8: Marine archaeology (document reference: F2.8) of the ES has considered the significance of all known and potential heritage assets within the Transmission Assets Offshore Order Limits. The measures adopted as part of Transmission Assets (section 8.8) include the preservation in situ of all known heritage assets of medium and high archaeological potential through the implementation of Archaeology Exclusion Zones (AEZs). The measures adopted also include archaeological input to any future geophysical and geotechnical surveys undertaken that may produce new archaeological data and understandings of the historic marine environment of the area.</p> <p>This approach has been adopted through discussion with Historic England (HE) and other stakeholders through the AHEF and is set out in section 8.10.</p> <p>Full details of marine archaeology mitigation is presented in the accompanying Outline WSI and PAD (Volume 2, Annex 8.2 of the ES, document reference F2.8.2).</p>
<p>Policy NW-SCP-1</p>	<p>Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character and visual resource of the seascape and landscape of the area. The location, scale and design of proposals should take account of the character, quality and distinctiveness of the seascape and landscape. Proposals that may have a significant adverse impact on the seascape and landscape of the area should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate adverse impacts <p>If it is not possible to mitigate the public benefits for proceeding with the proposal must outweigh significant adverse impacts to the seascape and landscape of the area.</p>	<p>Justification for the location of the Transmission Assets, including a description of the design and/or environmental constraints considered as part of the iterative design process, is set out in Volume 1, Chapter 4: Site selection and consideration of alternatives of the ES (document reference F1.4) and consultation between the Applicants and relevant local planning authorities and local communities regarding the design of the Transmission Assets has taken place at several stages prior to submission of the application including consultation with relevant stakeholders. Of relevance, seascape has been scoped out of the ES, as there would be no static sea surface infrastructure and permanent visibility of cables or other offshore transmission infrastructure therefore all assessment regarding landscape and visual resources presented in Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10) solely relate to onshore matters.</p> <p>It is worth noting that the Onshore Order Limits are not located within or near any National Parks, National Landscapes or the Broads, therefore the relevant provisions to these matters are not relevant.</p>

Policy	Summary	Accordance with the policy
	<p>Proposals within or relatively close to nationally designated areas should have regard to the specific statutory purposes of the designated area. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.</p>	
<p>Policy NW-FISH-2</p>	<p>Proposals that enhance access for fishing activities should be supported. Proposals that may have significant adverse impacts on access for fishing activities must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>The Applicants are taking and will continue to take steps to minimise the potential impacts upon the fishing industry in the area through appropriate mitigation where required. Designed-in measures related to commercial fisheries are provided in section 6.8 of Volume 2, Chapter 6: Commercial fisheries of the ES (document reference F2.6), which includes the provision of an Outline Fisheries Liaison and Coexistence Plan(s), setting out the commitments relating to coexistence with the fishing industry and to ensure navigational safety. This would include the appointment and responsibilities of a company fisheries liaison officer. The Outline Fisheries Liaison and Coexistence Plan(s) also includes details for providing advance warning and information on accurate locations for construction and maintenance activities, associated Safety Zones and advisory passing distances to be given via Notifications to Mariners to ensure navigation safety, therefore aligning with NW-FISH-2.</p>
<p>Policy NW-FISH-3</p>	<p>Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, should be supported.</p> <p>Proposals that may have significant adverse impacts on essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p>	<p>Policy NW-FISH-3 is considered as the areas of essential fish habitat potentially impacted have been identified in Volume 2, Annex 3.1: Fish and shellfish ecology technical report of the ES (document reference F2.3.1); the baseline in section 3.6 and assessed in detail in section 3.11. The Transmission Assets assessment has considered the impacts on fish stocks in Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3); the chapter includes potential impacts on habitats, spawning, nursery and feeding grounds, and migratory routes.</p>
<p>Policy NW-CC-2</p>	<p>Proposals in the north west marine plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change.</p>	<p>The submitted ES (document reference F1 to F4) sets out the baseline environmental information and environmental assessments predicted to arise from the Transmission Assets. A range of mitigation is proposed as part of the application for development</p>

Policy	Summary	Accordance with the policy
Policy NW-CC-3	<p>Proposals in the north west marine plan areas, and adjacent marine plan areas, that are likely to have significant adverse impact on coastal change, or on climate change adaptation measures inside and outside of the proposed project areas, should only be supported if they can demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p>	<p>consent, and details are presented in the Commitments Register (document reference F1.5.3).</p> <p>NPS EN-1 paragraph 3.3.62 defines that here is a critical national need for low carbon energy infrastructure projects, which includes energy transmission projects that would make a significant contribution to decarbonising the UK's energy system and achieving the target to reach net zero by 2050. The Transmission Assets, as an energy transmission CNP infrastructure project, will make a beneficial contribution to global efforts to reduce the effects of climate change and would represent a meaningful contribution achieving security of UK energy supplies by unlocking the potential for offshore wind generation from the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm. As such, the Transmission Assets will make a material contribution to reducing the UK's current shortfall in meeting the policy ambition 50 GW of offshore wind electricity generation by 2030.</p> <p>The impact of GHG emissions arising from the construction, operation and maintenance and decommissioning of the Transmission Assets, resulting in an effect on the global atmospheric GHG concentration that contributes to climate change, has been assessed and reported in Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).</p>
Policy NW-AIR-1	<p>Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases.</p> <p>Proposals that are likely to result in increased air pollution or increased emissions of greenhouse gases must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- air pollution and/or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements.</p>	<p>The impact of GHG emissions arising from the construction, operation and maintenance and decommissioning of the Transmission Assets, resulting in an effect on the global atmospheric GHG concentration that contributes to climate change, has been assessed and reported in Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).</p> <p>Overall, it is concluded that there will be a significant beneficial cumulative effect from the Transmission Assets together with the Generation Assets. This arises from the generation of renewable energy by the two offshore wind farms, leading to avoidance of emissions due to the displacement of higher emitting electricity generation sources.</p> <p>It is noted that over the lifetime of the Transmission Assets, when considered cumulatively with the Generation Assets, potential transboundary impacts and resulting effects will be beneficial.</p>
Policy NW-TR-1	<p>Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported. Proposals that may have significant adverse</p>	<p>Potential impacts upon tourism and recreational activities offshore relevant to the Transmission Assets are considered in Volume2, Chapter 9: Other sea users (document reference F2.9) which identifies there is low recreational vessel activity in the nearshore area of the Offshore Order Limits with water sports clubs in the vicinity.</p>

Policy	Summary	Accordance with the policy
	<p>impacts on tourism and recreation activities must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> avoid minimise mitigate <p>- adverse impacts so they are no longer significant.</p>	
<p>Policy NW-MPA-1</p>	<p>Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported.</p> <p>Proposals that may have adverse impacts on the objectives of marine protected areas must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts, with due regard given to statutory advice on an ecologically coherent network.</p>	<p>Marine Protected Areas for designated sites and features of importance within the Order Limits have been identified with adopted measures detailed in Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1); Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the ES (document reference F2.2); Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3), Volume 2, Chapter 4: Marine Mammals of the ES (document reference F2.4) and Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5). This is to evidence that all features and species of conservation importance were considered, where relevant, in the assessment of the Transmission Assets.</p> <p>The HRA Stage 1 Screening report (document reference E3) identifies direct or indirect effects on European sites which could be affected, and those sites have been assessed in the HRA Stage 2 ISAA (document reference E2.1, E2.2 and E2.3).</p> <p>The MCZ Screening and Stage 1 Assessment Report (document reference E4) identified a single MCZ, the Fylde MCZ, with the potential to be affected (other than insignificantly) by the construction, operation and maintenance, and decommissioning of the Transmission Assets. A Stage 1 Screening Report (document reference E4) has been undertaken which has concluded that the conservation objective of maintaining the protected features of the Fylde MCZ in a favourable condition will not be hindered by the construction, operation and maintenance, and decommissioning phases of the Transmission Assets in isolation, or cumulatively with any other plan, project or activity.</p> <p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p>
<p>Policy NW-MPA-2</p>	<p>Proposals that enhance a marine protected area's ability to adapt to climate change, enhancing the resilience of the marine protected area network, will be supported.</p>	<p>As mentioned under Policy NW-MPA-1, Marine Protected Areas for designated sites and features of importance within the Order Limits have been identified with adopted measures detailed in Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1); Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the ES</p>

Policy	Summary	Accordance with the policy
	<p>Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change, and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts.</p>	<p>(document reference F2.2); Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3), Volume 2, Chapter 4: Marine Mammals of the ES (document reference F2.4) and Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5).</p> <p>The Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12) which would support the resilience of the marine network and no significant impacts have been identified from the Transmission Assets following an assessment of climate change risks as presented in Volume 4, Annex 1.2: Climate change risk assessment of the ES (document reference F4.1.2) and Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).</p>
Policy NW-MPA-4	<p>Proposals that may have significant adverse impacts on designated geodiversity must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>The Applicant has sought to avoid areas that would be most susceptible to construction, operation and maintenance, and decommissioning activities (such as cable installation) through the cable routing of the offshore export cables and selection of landfall relating to the Transmission Assets. This is presented in Chapter 4: Site selection and consideration of alternatives of the ES.</p> <p>Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1) identifies and assesses designated sites and sites of interest due to geological importance.</p>
Policy NW-BIO-1	<p>Proposals that enhance the distribution of priority habitats and priority species will be supported.</p> <p>Proposals that may have significant adverse impacts on the distribution of priority habitats and priority species must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.</p>	<p>The Transmission Assets has sought to avoid harm to marine ecosystems and to protect marine priority habitats as much as possible as part of the site selection process as presented within Volume 1, Chapter 4: Site Selection and Alternatives of the ES (document reference F1.4) and each of these matters have been identified, assessed and mitigated as part of the relevant chapters of the ES, as follows:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes (document reference F2.1) • Volume2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) • Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) • Volume 2, Chapter 4: Marine mammals (document reference F2.4) • Volume 2, Chapter 5: Offshore ornithology (document reference F2.5) <p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p>

Policy	Summary	Accordance with the policy
Policy NW-BIO-2	<p>Proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration, will be supported.</p> <p>Proposals that may cause significant adverse impacts on native species or habitat adaptation or connectivity, or native species migration, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant</p> <ul style="list-style-type: none"> d) compensate for significant adverse impacts that cannot be mitigated. 	<p>The following identify and assess native species and habitats, including their migratory patterns.</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1); • Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the ES (document reference F2.2); • Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3), • Volume 2, Chapter 4: Marine mammals of the ES (document reference F2.4); and • Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5). <p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p>
Policy NW-BIO-3	<p>Proposals that conserve, restore or enhance coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, will be supported.</p> <p>Proposals must take account of the space required for coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate d) compensate for <p>- net habitat loss</p>	<p>The Transmission Assets has sought to avoid harm to coastal habitats as much as possible as part of the site selection process as presented within Volume 1, Chapter 4: Site Selection and Alternatives of the ES (document reference F1.4) and each of these matters have been identified, assessed and mitigated as part of the relevant chapters of the ES, as follows:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 1: Physical processes (document reference F2.1) • Volume2, Chapter 2: Benthic subtidal and intertidal ecology (document reference F2.2.) • Volume 2, Chapter 3: Fish and shellfish ecology (document reference F2.3) • Volume 2, Chapter 4: Marine mammals (document reference F2.4) • Volume 2, Chapter 5: Offshore ornithology (document reference F2.5) <p>In addition, the Applicants' approach to biodiversity enhancement is presented in the Marine Enhancement Statement (document reference J12).</p>
Policy NW-INNS-1	<p>Proposals that reduce the risk of introduction and/or spread of non-native invasive species should be supported.</p> <p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through</p>	<p>The implementation of an Offshore Environmental Management Plan (CoT65) as part of the measures adopted by the Transmission Assets will manage and reduce the risk of introduction or spread of INNS, aligning with policy NW-INNS-1, full commitment details in Commitments Register, document reference F1.5.3.</p>

Policy	Summary	Accordance with the policy
	<p>the introduction and transport of invasive non-native species, particularly when:</p> <ol style="list-style-type: none"> 1) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another 2) introducing structures suitable for settlement of invasive non-native species, or the spread of invasive non-native species known to exist in the area. 	<p>To accord with NW-INNS-1 the prevention of the spread of Invasive Non-Native Species (INNS) has been highlighted and considered in the following chapters:</p> <ul style="list-style-type: none"> • Volume 2, Chapter 2, Benthic ecology of the ES (document reference F2.2) • Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3).
Policy NW-DIST-1	<p>Proposals that may have significant adverse impacts on highly mobile species through disturbance or displacement must demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts so they are no longer significant.</p>	<p>Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1); Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the ES (document reference F2.2); Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3), Volume 2, Chapter 4: Marine Mammals of the ES (document reference F2.4) and Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5) identify and assess native species and habitats, including their migratory patterns.</p>
Policy NW-UWN-2	<p>Proposals that result in the generation of impulsive or non-impulsive noise must demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> a) avoid b) minimise c) mitigate <p>- adverse impacts on highly mobile species so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>Measures adopted as part of the Transmission Assets Project relevant to seabirds are detailed in Section 5.10 of Volume 2, Chapter 5: Offshore ornithology of the ES (document reference F2.5), aligning with NW-DIST-1 and NW-UWN-2.</p> <p>The potential impacts of underwater sound resulting from the construction, operations and maintenance, and decommissioning phases have been considered in the marine mammal impact assessment (section 4.11 and 4.13 of Volume 2, Chapter 4: Marine mammals (document reference F2.4)) and sections 3.11 and 3.13 of Volume 2, Chapter 3: Fish and shellfish ecology of the ES (document reference F2.3). The Applicants will implement a range of measures adopted (embedded measures) as part of the Transmission Assets which will reduce the potential effects of sound, detailed in section 4.8 of Volume 2, Chapter 4: Marine mammals (document reference F2.4).</p>
Policy NW-CE-1	<p>Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference:</p> <ol style="list-style-type: none"> a) avoid b) minimise c) mitigate 	<p>A cumulative effects assessment has been undertaken as evidenced in the submitted Cumulative screening matrix and location plan (document reference F1.5.5) and the methodology undertaken is outlined in in Volume 1, Chapter 5: Environmental Assessment Methodology of the ES (document reference F1.5).</p> <p>Cumulative effects have been quantified and their significance assessed in each of the topic chapters of the ES and the mitigation hierarchy has been followed.</p>

Policy	Summary	Accordance with the policy
	- adverse cumulative and/or in combination effects so they are no longer significant.	Significative beneficial effects have been identified resulting from the Transmission Assets regarding climate change (see Volume 4, Chapter 1: Climate change of the ES (document reference F4.1).
Policy NW-CBC-1	Proposals must consider cross-border impacts throughout the lifetime of the proposed activity. Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.	Transboundary screening is included in Annex 1.5.4 of Volume 1 of the ES (document reference F1.5.4) and has been carried out by the Transmission Assets to consider cross-boundary impacts though all the phases of the development.

4 References

HM Government (2021) North West Inshore and North West Offshore Marine Plan. Available at: https://assets.publishing.service.gov.uk/media/60f6f5a1d3bf7f56824cc628/FINAL_North_West_Marine_Plan__1_.pdf . Accessed: September 2024.

HM Government, Northern Ireland Executive, Scottish Government, Welsh Assembly Government (2011) UK Marine Policy Statement. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69322/pb3654-marine-policy-statement-110316.pdf. Accessed: September 2024.

DESNZ (2023a) Overarching National Policy Statements for Energy (NPS EN-1). Available: <https://assets.publishing.service.gov.uk/media/65bbfbc709fe1000f637052/overarching-nps-for-energy-en1.pdf> . Accessed: September 2024.