

**Application by Morecambe Offshore Wind Limited for Morecambe Offshore Windfarm Generation Assets**  
**The Examining Authority's further written questions and requests for information (ExQ2)**  
**Issued on 27 February 2025**

**Blackpool Airport responses – 11 March 2025**

<b>Civil and Military Aviation and Radar (CAR)</b>			
<b>Clarifications</b>			
2CAR3.	The applicant Blackpool Airport	<p><b>VHF Communication</b></p> <p>At ISH3 representatives of Blackpool Airport commented that in addition to a project alone assessment of effects on VHF communications, it considered a cumulative effects assessment, being in conjunction with the proposed Mona Offshore Wind Farm and the proposed Morgan Offshore Wind Farm, was required. In response the applicant confirmed that cumulative effects were not being assessed because project alone assessments have only been carried out for those other projects and this is confirmed in the applicants post hearing written summary <a href="#">([REP4-061]</a>, Item 36). The ExA notes in the applicant's response to the action points of the February hearings (<a href="#">[REP4-061]</a>, item 24) that it understands Blackpool airport has commissioned its own cumulative assessment, and that the applicant intends to provide its project alone assessment to the airport so that this can be taken into account if required.</p> <p><u>To the applicant:</u></p> <p>a) whilst the ExA understands project alone assessments may have been conducted for the other projects, can you explain why you consider a cumulative assessment is not required</p>	<p>d) At ISH3 the Airport reserved the right to submit representations at Deadline 4 in the event that the Airport and the Applicant had failed to agree arrangements for a cumulative VHF / DF assessment.</p> <p>As noted in its response to the Applicant's action point 24 <a href="#">[REP4-061]</a>, the Airport has agreed with the Applicant (and the applicants of the Morgan and Mona Offshore Windfarms) that the Airport will commission its own cumulative VHF / DF impacts assessment, with costs to be shared between the three applicants. The final timing for that assessment is yet to be determined, the funding arrangements having only</p>

		<p>given for other topics within the ES cumulative effects assessments have been carried out?</p> <p>b) if project alone assessments have been undertaken for the other offshore wind projects, could these not be used in order to carry out a cumulative assessment? If not, please can the applicant explain why this is the case.</p> <p>c) if a cumulative assessment is not undertaken as part of the ES or received before the close of the examination, how can the ExA/ SoS be satisfied that the potential effects of all the proposed offshore wind farms currently being proposed within the Irish Sea (if granted) would not give rise to significant effects or ensure mitigation appropriate measures are secured to address any such impacts?</p> <p><u>To the applicant and Blackpool Airport:</u></p> <p>d) at ISH3 the parties indicated that it was their intention to make a written submission at D4 setting out their positions and reasons for requiring a cumulative VHF assessment. No such submission was received at D4. Can the applicant and Blackpool Airport therefore please let us have any comments by D5 along with a copy of the cumulative assessment in order that all parties have an opportunity to comment on this before the close of the examination.</p>	<p>recently been agreed with the various applicants. It is therefore unfortunately unlikely that the findings of the assessment will be known prior to the close of examination. However, the broad requirement wording in the dDCO which has been agreed with the Applicant is intended to secure any necessary mitigation identified by this and other ongoing assessment work.</p>
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