

# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Maritime and Coastguard Agency (MCA) Statement of Common Ground



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**Prepared by:**

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

**Prepared for:**

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

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## Signatories

Signed	
Name	
Date	
Position	
For	Maritime and Coastguard Agency (MCA)
Signed	
Name	
Date	
Position	
For	Morgan OWL
Signed	
Name	
Date	
Position	
For	Morecambe OWL

## Glossary

Term	Meaning
Applicants	Morgan Offshore Wind Limited (Morgan OWL) and Morecambe Offshore Windfarm Ltd (Morecambe OWL)
Development Consent Order (DCO)	An order made under the Planning Act 2008, as amended, granting development consent.
Planning Inspectorate	The agency responsible for operating the planning process for applications for development consent under the Planning Act 2008.
Transmission Assets	See Morgan and Morecambe Offshore Wind Farms: Transmission Assets (above)
Transmission Assets Order Limits	The area within which all components of the Transmission Assets will be located, including areas required on a temporary basis during construction and/or decommissioning
Transmission Assets Order Limits: Offshore	The area within which all components of the Transmission Assets seaward of Mean Low Water Springs will be located, including areas required on a temporary basis during construction and/or decommissioning. Also referred to in this report as the Offshore Order Limits, for ease of reading.

## Acronyms

Acronym	Meaning
ALARP	As Low as Reasonably Practicable
CBRA	Cable Burial Risk Assessment
CRNRA	Cumulative Regional Navigation Risk Assessment
CSIP	Cable Specification and Installation Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EnBW	Energie Baden-Württemberg AG
IALA	International Association of Lighthouse Authorities
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
MNEF	Marine Navigation Engagement Forum
NPS	National Policy Statement
NRA	Navigation Risk Assessment
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground

# 1 Initial Statement of Common Ground between Morgan and Morecambe Offshore Wind Farms: Transmission Assets and Maritime and Coastguard Agency (MCA)

## 1.1 Introduction

### 1.1.1 Overview

1.1.1.1 This initial Statement of Common Ground (SoCG) has been prepared between Morgan Offshore Wind Limited and Morecambe Offshore Windfarm Ltd (hereafter referred to as 'the Applicants') and Maritime and Coastguard Agency (MCA), together the parties. The SoCG sets out the areas of agreement and disagreement between the parties in relation to the proposed Development Consent Order (DCO) application for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (hereafter referred to as 'the Transmission Assets').

1.1.1.2 The need for a SoCG between the Applicants and MCA is set out in section 1 of Appendix F of the Rule 6 letter issued by the Planning Inspectorate on 28 March 2025.

1.1.1.3 This document is intended to provide the Examining Authority (ExA) with an overview of the level of common ground between the parties. The SoCG will identify where agreement has been reached, where differences lie and the reasons for disagreement or outstanding matters. The SoCG will also specify the actions needed to address the issues and will facilitate further discussion between the parties. The SoCG will be updated during the Transmission Assets Examination and submitted at the Deadlines as set out in the Rule 6 letter (PD-006).

### 1.1.2 Transmission Assets elements under Maritime and Coastguard Agency (MCA)'s remit

1.1.2.1 Maritime and Coastguard Agency (MCA) provides a 24-hour maritime and coastal search and rescue emergency coordination and response service for the United Kingdom. The MCA also produces legislation and guidance for implementing navigation policies of the Safety of Life at Sea Convention and Collision Regulations.

1.1.2.2 The elements of the Transmission Assets which may affect the interests of MCA are within Work Number 1A1B, 2A2B, 3A3B and 4A4B, seaward of Mean High Water Springs (MHWS). These are detailed in Schedule 2A (Authorised Project), Part 1 (Authorised Development) and in Schedule 2B (Authorised Project), Part 1 (Authorised Development) of the Draft DCO (AS-004).

1.1.2.3 This SoCG covers the following topics of relevance to MCA:

- Shipping and navigation

## 1.1.3 Overview of Transmission Assets

- 1.1.3.1 The design philosophy for the Transmission Assets is for the Morgan Offshore Wind Project: Generation Assets and the Morecambe Offshore Windfarm: Generation Assets (referred to as ‘the Generation Assets’) to be electrically independent. Therefore, each offshore wind farm will have its own separate set of transmission assets (e.g., cable and substation infrastructure). However, the location of the infrastructure will be aligned (where practicable), for example within aligned offshore and onshore cable corridors to minimise impacts to environment and the community.
- 1.1.3.2 Morgan OWL and Morecambe OWL (the Applicants), are jointly seeking a single consent for their electrically separate transmission assets comprising aligned offshore export cable corridors to landfall and aligned onshore export cable corridors to separate onshore substations (and associated infrastructure), and onward connection to the National Grid at Penwortham, Lancashire.
- 1.1.3.3 The key components of the Transmission Assets include the following.
- Offshore elements:
    - offshore export cables: these export cables will bring the electricity generated by the Generation Assets to the landfall for onward transmission.
  - Landfall:
    - landfall site: this is where the offshore export cables are jointed to the onshore export cables via the transition joint bays. This term applies to the entire area between Mean Low Water Springs and the transition joint bays.
  - Onshore elements:
    - onshore export cables: these export cables will be jointed to the offshore export cables via the transition joint bays at the landfall site, and will bring the electricity generated by the Generation Assets to the onshore substations;
    - onshore substations: the two electrically separate onshore substations will contain the components for transforming the power supplied via the onshore export cables up to 400 kV;
    - 400 kV grid connection cables: these export cables will bring the electricity generated by the Generation Assets from the two electrically separate onshore substations to the existing National Grid substation at Penwortham;
    - environmental mitigation areas: temporary and/or permanent areas, including accesses identified to provide environmental mitigation only; and
    - biodiversity benefit areas: temporary and/or permanent areas, including accesses identified to provide biodiversity benefit only.



## 1.1.4 Approach to SoCG

1.1.4.1 This initial SoCG has been developed during the pre-examination phase and will be progressed during the examination phases of the Transmission Assets. In accordance with discussions between the parties, the SoCG is focused on those issues raised by Maritime and Coastguard Agency (MCA) within its response to Section 42 consultation and as raised through the Marine Navigation Engagement Forum that has underpinned the pre-application consultation between the parties. This SoCG also includes those issues raised by MCA during the post-application phase (i.e. relevant representations and pre-examination meetings).

1.1.4.2 The structure of this SoCG is as follows:

- Section 1.1: Introduction
- Section 1.2: Summary of SoCG
- Section 1.3: Summary of consultation
- Section 1.4: Agreement log.

## 1.2 Summary of SoCG

### 1.2.1 Overview

1.2.1.1 This SoCG outlines the consultation that has taken place between the parties during the pre-application and post-application phase of the Transmission Assets. The agreement logs present the position reached on 7 July 2025 (Deadline 3).

### 1.2.2 Summary of those matters agreed, ongoing points of discussion and not agreed

1.2.2.1 Table 1.1 provides a summary of those matters agreed, an ongoing point of discussion or not agreed between the parties.

**Table 1.1: Summary of those matters agreed, ongoing points of discussion and not agreed**

Topic	Agreement status
Shipping and Navigation	Agreed

## 1.3 Summary of Consultation

1.3.1.1 Table 1.2 below provides an overview of the consultation undertaken by the Applicants with Maritime and Coastguard Agency (MCA) during the pre-application phases of the Transmission Assets.

1.3.1.2 Table 1.3 below provides a summary of the consultation undertaken by the Applicants with Maritime and Coastguard Agency (MCA) during the post-application phases of the Transmission Assets. The consultation presented is



not exhaustive but provides an indication of aspects of key discussions undertaken. All attendees at the meetings listed in Table 1.2 are provided in the Technical Engagement Plan (APP-189) and Consultation Report (APP-170), however for the avoidance of doubt, this SoCG is limited to matters between MCA and the Applicants.

1.3.1.3

This initial SoCG makes reference to other documents submitted with the Transmission Assets applications that set out, in greater detail, the discussions that have taken place between MCA and the Applicants. These documents are:

- The Technical Engagement Plan (APP-189) and appendices (APP-190, APP-191 and APP-192)
- The Consultation Report (APP-170) and annexes (APP-187 and APP-188)
- MCA’s Relevant Representation (RR-1418)
- The Applicants’ response to Maritime and Coastguard Agency’s Relevant Representation at the Procedural Deadline.(PDA-007)

**Table 1.2: Summary of pre-application consultation with MCA**

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
18 January 2023	Marine Navigation Engagement Forum	Non-statutory	Update on the Morgan Offshore Wind Project: Generation Assets, Morecambe Offshore Windfarm: Generation Assets, Mona Offshore Wind Project and Transmission Assets Project. Shipping and navigation work undertaken to date. Environmental Impact Assessment process and Preliminary Environmental Information Report (PEIR) statutory consultation as well as future planned activities.
31 May 2023	Meeting	Non-statutory	Assessment approach for the Navigation Risk Assessment.

**Table 1.3: Summary of post-application consultation with MCA**

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
13 May 2025	Correspondence	Non-statutory	Engagement on the draft SoCG
27 June 2025	Online meeting	Non-statutory	Engagement on the SoCG for submission at Deadline 3

## 1.4 Agreement log

1.4.1.1 This section of the SoCG sets out the level of agreement between the parties. For each matter the status is identified as being either agreed, not agreed or an ongoing point of discussion, according to the criteria set out in Table 1.4 below.

**Table 1.4: Position definitions and colour coding**

Position and colour coding	Definition of position
Agreed	The matter is considered to be agreed between the parties.
Ongoing point of discussion	The matter is neither agreed or not agreed, and is a matter where further discussion is required between the parties.
Not agreed, but not material	The matter is not considered to be agreed between the parties, but is not deemed material
Not agreed	The matter is not considered to be agreed between the parties.

1.4.1.2 Table 1.5 set out the level of agreement between the parties for each relevant component of the application (as identified in section 1.1.2).

## 1.4.2 Shipping and Navigation

**Table 1.5: Agreement log between parties on Shipping and navigation**

Reference Number	Discussion point	Applicants' position	MCA position	status
<b>Environmental Impact Assessment (EIA)</b>				
MCA.SN.1	Consultation	The Applicants have undertaken adequate consultation with MCA on potential impacts on Shipping and navigation.	Agreed	Agreed
MCA.SN.2	Consultation	The EIA has had due regard to matters raised by MCA through statutory and non-statutory consultation on potential impacts on Shipping and navigation.	Agreed	Agreed
MCA.SN.3	Policy and planning	The Application has identified and considered the plans and policies relevant to Shipping and navigation, within MCA's remit.	Agreed	Agreed
MCA.SN.4	Baseline environment	The Applicants have adequately characterised the baseline environment for Shipping and navigation. The baseline is appropriate for the purpose of the EIA and HRA.	Agreed	Agreed
MCA.SN.5	Scoping	Agreement to the scoping of impacts for the EIA for Shipping and navigation.	Agreed	Agreed
MCA.SN.6	Assessment methodology.	The Formal Safety Assessment approach to the assessment of effects is deemed appropriate for the purposes of predicting potential effects on shipping and navigation receptors. The approach to the assessment is also deemed appropriate for the purposes of predicting changes to the baseline environment.	Agreed	Agreed
MCA.SN.7	CEA assessment methodology	The list of projects screened into the Cumulative Effects Assessment (CEA) in the EIA is appropriate.	Agreed	Agreed

Reference Number	Discussion point	Applicants' position	MCA position	status
MCA.SN.10	Assessment of the effects from the Transmission Assets alone.	There will be no significant adverse effects on Shipping and navigation receptors for impacts from the Transmission Assets alone.	Agreed	Agreed
MCA.SN.11	Assessment of the effects from the Transmission Assets cumulatively with other projects	There will be no significant effects on Shipping and navigation for the impacts from the Transmission Assets when considered cumulatively with other projects.	Agreed	Agreed
MCA.SN.12	Mitigation and monitoring	The mitigation measures and monitoring outlined in Table 7.15 of Volume 2, Chapter 7: Shipping and Navigation (APP-056) and the Commitments Register (AS-030) are appropriate and will ensure significant effects are avoided	Subject to agreement of DML conditions Safety zones not applicable SAR checklist not applicable 27 June 2025: Agreed	Agreed
<b>Draft Development Consent Order and Deemed Marine Licences</b>				
MCA.SN.13	Deemed Marine Licences (Schedules 14, 15, 16 and 17)	The Conditions set out in Schedules 14, 15, 16 and 17 of the draft DCO relevant to shipping and navigation, are appropriate (AS-004).	The MCA will provide its position on relevant DML conditions in its Written Representation at Deadline 1. 27 June 2025: Agreed	Agreed