



# Morecambe Offshore Windfarm: Generation Assets Examination Documents

## Volume 9

### Draft Statement of Common Ground with Spirit Energy

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## Contents

1	Introduction .....	9
1.1	Overview of the Project .....	9
1.2	Purpose of this document.....	9
1.2.1	Consultation with Spirit Energy.....	11
1.2.2	Summary of 'Agreed', 'Not Agreed' and 'In Discussion' matters.....	11
2	Statement of Common Ground .....	12
3	Signatures .....	36
4	References .....	37

## Tables

Table 1.1 Topics included in the draft SoCG.....	10
Table 1.2 Summary of ‘Agreed’, ‘Not Agreed’ and ‘In Discussion’ matters.....	12
Table 2.1 Summary of consultation with the Spirit Energy .....	13
Table 2.2 Topics agreed, in discussion or not agreed with Spirit Energy .....	19

## Glossary of Acronyms

AfL	Agreement for Lease
ATC	Air Traffic Control
DCO	Development Consent Order
DIO	Defence Infrastructure Organisation
EIA	Environmental Impact Assessment
ES	Environmental Statement
ETG	Expert Topic Group
MCA	Maritime Coastguard Agency
MNEF	Marine Navigation Engagement Forum
MOD	Ministry of Defence
NPS	National Policy Statement
OSP	Offshore substation platform
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground
UK	United Kingdom
WTG	Wind turbine generator

## Glossary of Units

km <sup>2</sup>	Square kilometre
MW	Megawatts

## Glossary of Terminology

Agreement for Lease (AfL)	Agreements under which seabed rights are awarded following the completion of The Crown Estate tender process.
Applicant	Morecambe Offshore Windfarm Ltd.
Application	This refers to the Applicant's application for a Development Consent Order (DCO). An application consists of a series of documents and plans which are published on the Planning Inspectorate's (PINS) website.
Generation Assets (the Project)	Generation assets associated with the Morecambe Offshore Windfarm. This is infrastructure in connection with electricity production, namely the fixed foundation wind turbine generators (WTGs), inter-array cables, offshore substation platform(s) (OSP(s)) and possible platform link cables to connect OSP(s).
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.
Windfarm site	The area within which the WTGs, inter-array cables, OSP(s) and platform link cables would be present.



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# 1 Introduction

## 1.1 Overview of the Project

1. The Morecambe Offshore Windfarm is a proposed offshore windfarm located in the Eastern Irish Sea, which when fully operational, would have an anticipated nominal capacity of 480 megawatts (MW) and would have the potential to generate renewable power for over 500,000 homes in the United Kingdom (UK).
2. The windfarm was one of six projects selected by The Crown Estate in its Offshore Wind Leasing Round 4 in 2021. The Agreement for Lease (AfL) for the windfarm was received in 2023.
3. The AfL comprises an area of up to 125km<sup>2</sup> and reflects the windfarm site assessed in the Preliminary Environmental Information Report (PEIR). Following design development, surveys, assessments and consultation on the PEIR, the proposed windfarm site development area has been reduced to approximately 87km<sup>2</sup>.
4. The 'Project' relates to the Generation Assets of the Morecambe Offshore Windfarm (including wind turbine generators (WTGs), inter-array cables, offshore substation platforms (OSP(s)), and possible platform link cables to connect OSP(s)).
5. A separate consent for the Transmission Assets associated with the Morecambe Offshore Windfarm and the Morgan Offshore Wind Project (another proposed windfarm to be located in the Irish Sea) is being sought.

## 1.2 Purpose of this document

6. This draft Statement of Common Ground (SoCG) has been prepared by Morecambe Offshore Windfarm Ltd (the Applicant) with input from Spirit Energy Production UK Limited, (a Spirit Energy Limited group company) (hereafter referred to as Spirit Energy). This identifies topic areas where there is agreement, areas of disagreement, and areas which remain under discussion in relation to the Development Consent Order (DCO) application ('the Application') for the Morecambe Offshore Windfarm Generation Assets (hereafter 'the Project').
7. The need for a SoCG between the Applicant and Spirit Energy is set out in section 1 of Appendix G of the Rule 6 letter issued by the Planning Inspectorate on 23rd September. The SoCG will be updated during the Examination and submitted at the Deadlines indicated in the Rule 6 letter.

8. The Applicant has had regard to the Planning Act 2008: Guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this draft SoCG.
9. Spirit Energy is the operator of the Morecambe Hub which currently comprises three gas fields in the East Irish Sea: North Morecambe, South Morecambe and Rhyl. Spirit is also designated duty holder, and therefore operator, of the East Irish Sea fields including Calder. The South Morecambe and Calder fields are located within close proximity to the Project. Spirit Energy is also the holder of a Carbon Dioxide Appraisal and Storage Licence granted on 7 September 2023 (reference CS010).
10. This draft SoCG has been structured by the Applicant to reflect topics of the Application which it considers are of interest to Spirit Energy. In this SoCG, reference to 'Spirit' means Spirit Energy.
11. Matters that are the subject of ongoing discussion ('In Discussion') between the Applicant and Spirit Energy should be taken as not agreed between the parties but where there is continuing engagement with a view to reach agreement on each matter wherever possible or refine the extent of disagreement between parties.
12. Throughout the draft SOCG the phrase 'Agreed' identifies any point of agreement between the Applicant and Spirit Energy. The phrase 'Not Agreed' identifies any points not agreed between the Applicant and Spirit Energy and, in the absence of any possibility of agreement, or narrowing the extent of disagreement, discussion between the parties has concluded.
13. **Table 1.1** lists topics and documents of the Application which are of key interest to Spirit Energy.

*Table 1.1 Topics included in the draft SoCG*

Topic/chapter	PINS reference
Draft DCO	APP-012
Chapter 14 - Shipping and Navigation	APP-051
Appendix 14.1 - Navigation Risk Assessment	APP-073
Appendix 14.2 - Cumulative Regional Navigation Risk Assessment	APP-074
Chapter 17 - Infrastructure and Other Users	APP-054
Appendix 17.1 - Helicopter Access Study	APP-081
Appendix 17.2 - Radar Early Warning System Technical Report	APP-082

## 1.2.1 Consultation with Spirit Energy

### 1.2.1.1 Pre-Application

14. The Applicant has engaged with Spirit Energy on the Project during the pre-application process, both in terms of informal non-statutory consultation and statutory consultation carried out pursuant to Section 42 of the Planning Act 2008.
15. Spirit Energy provided comments on the PEIR on 2<sup>nd</sup> June 2022 as part of the statutory consultation process. The Applicant considers that it has had regard to the comments and is presented in Volume 4 - Consultation Report Appendices Part 4 (I) (APP-019). Further detail on engagement undertaken with Spirit Energy is presented in **Table 2.1**.
16. The Applicant had also engaged with shipping and navigation consultees in regional consultation throughout the pre-application process via the Marine Navigation Engagement Forum (MNEF) and hazard workshops as described in Table 2.1 in co-ordination with the Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets.
17. For further information on the consultation process please see the Consultation Report (APP-015).

### 1.2.1.2 Post-Application

18. Spirit Energy submitted a Relevant Representation (RR-077) in August 2024.
19. The Applicant's position is that it is committed to ongoing post-application engagement with Spirit Energy. Following submission of the Application, meetings have been established with Spirit Energy as detailed to date in **Table 2.1** provides a summary of the consultation undertaken to date with Spirit Energy. Thereafter, **Table 2.2** sets out the topics agreed, in discussion or not agreed with the Spirit Energy as informed by the consultation and information exchanged between the Applicant and the Spirit Energy during the pre-application and examination phases of the Application.

## 1.2.2 Summary of 'Agreed', 'Not Agreed' and 'In Discussion' matters

20. In order to easily identify whether a matter is 'agreed', 'not agreed' or 'in discussion', the colour coding system set out in **Table 1.2** has been used.
21. Details on specific matters that are 'Agreed', 'Not Agreed' or 'In Discussion' are presented in **Table 2.2**.

Table 1.2 Summary of 'Agreed', 'Not Agreed' and 'In Discussion' matters

Position status	Position colour coding
<b>Agreed</b> The matter is considered to be agreed between the parties.	<b>Agreed</b>
<b>Not Agreed – no material impact</b> The matter is not agreed between the parties; however, the outcome of the approach taken by either the Applicant or Spirit Energy not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG.	<b>Not Agreed – no material impact</b>
<b>Not Agreed – material impact</b> The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or Spirit Energy is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	<b>Not Agreed – material impact</b>
<b>In Discussion</b> The matter is neither 'agreed' nor 'not agreed' and is a matter where further discussion is required between the parties	<b>In Discussion</b>

## 2 Statement of Common Ground

22. A summary by the Applicant of the consultation undertaken to date with Spirit Energy is set out in **Table 2.1**. Thereafter, **Table 2.2** sets out the topics agreed, in discussion, or not agreed with the Spirit Energy as informed by the consultation and information exchanged between the Applicant and the Spirit Energy during the pre-application and examination phases of the Application. Chrysaor Resources (Irish Sea) Limited a Harbour Energy plc group company ('Harbour Energy') was also present at a number of these meetings. Spirit Energy have set out their position on the record of consultation to date and its adequacy in Table 2.2 (topic reference SE 1).
23. Note that track changes are included in **Table 2.2** to show additional comments added by the Applicant following receipt of Spirit's input into the SoCG (received 17:18 on 25 November). Given the limited time to discuss these additions between the parties they are included in tracks for transparency, but the Applicant considers they are helpful to cross-refer the Examining Authority, where relevant, to parts of the Applicant's response to Spirit's relevant representation and reiterate, where relevant, the intended next steps for Deadline 2

Table 2.1 Summary of consultation with the Spirit Energy

Date	Contact type	Owner	Topic
<b>Pre-application</b>			
14 <sup>th</sup> August 2019	Meeting	Applicant	Update meeting to discuss status of current Spirit Energy and Harbour Energy assets in the Irish Sea.
5 <sup>th</sup> February 2020	Meeting	Applicant	Project information, overall Project status, timeline, surveys, data gathering, site selection development and future ways of working.
20 <sup>th</sup> February 2020	Meeting	Applicant	Project information, overall Project status, timeline, surveys, data gathering, site selection development, future ways of working and operational overlaps.
6 <sup>th</sup> May 2020	Meeting	Applicant	Project information, overall Project status and timelines.
24 <sup>th</sup> September 2020	Meeting	Applicant	Project information, overall Project status and timelines.
15 <sup>th</sup> November 2020	Meeting	Applicant	Meeting providing Project information, overall Project status, timeline, surveys and feasibility studies.
26 <sup>th</sup> March 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, data gathering, site selection development, future ways of working, operational overlaps and feasibility studies.
16 <sup>th</sup> April 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, data gathering, site selection development, future ways of working and operational overlaps and feasibility studies.
4 <sup>th</sup> May 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, data gathering, site selection development, future ways of working and operational overlaps and feasibility studies.
20 <sup>th</sup> May 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
31 <sup>st</sup> May 2021	Meeting	Applicant	Data sharing, communication going forward and regular meeting

Date	Contact type	Owner	Topic
<b>Pre-application</b>			
			schedule, Geotechnical Investigations (GI) and data needed.
2 <sup>nd</sup> June 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
9 <sup>th</sup> June 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
16 <sup>th</sup> June 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
23 <sup>rd</sup> June 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
30 <sup>th</sup> June 2021	Meeting	Applicant	Project information, overall project status, timeline, surveys, site selection development and scoping.
6 <sup>th</sup> July 2021	Meeting	Applicant	Discussions on future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, Carbon Capture Storage (CCS) planning and operational overlaps.
27 <sup>th</sup> July 2021	Meeting	Applicant	Discussions on future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, Carbon Capture Storage (CCS) planning and operational overlaps.
6 <sup>th</sup> August 2021	Meeting	Applicant	Discuss future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, CCS planning and operational overlaps.
11 <sup>th</sup> August 2021	Meeting	Applicant	Discuss future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning,

Date	Contact type	Owner	Topic
<b>Pre-application</b>			
			CCS planning and operational overlaps.
18 <sup>th</sup> August 2021	Meeting	Applicant	Discuss future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, CCS planning and operational overlaps.
25 <sup>th</sup> August 2021	Meeting	Applicant	Providing updates on survey planning, layouts and data sharing.
8 <sup>th</sup> September 2021	Meeting	Applicant	Discuss future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, CCS planning and operational overlaps.
16 <sup>th</sup> September 2021	Meeting	Applicant	Providing updates on survey planning, layouts and data sharing.
29 <sup>th</sup> September 2021	Meeting	Applicant	Discuss future ways of working, initial meetings covered site selection developments and scenario timelines, stage gate review, commercial planning, energy integration planning, CCS planning and operational overlaps.
11 <sup>th</sup> October 2021	Meeting	Applicant	Providing updates on survey planning, constraints analysis, layouts and data sharing.
24 <sup>th</sup> November 2021	Meeting	Applicant	Providing updates on survey planning, layouts and data sharing.
26 <sup>th</sup> January 2022	Meeting	Applicant	Providing project and survey updates including imminent scoping submission and vessel traffic surveys. Continue discussions on constraints and layout considerations.
2 <sup>nd</sup> March 2022	Meeting	Applicant	Updates on winter VTS, Scoping Report submission delay, and continued discussion on constraints, layout considerations and next steps.
23 <sup>rd</sup> March 2022	Meeting	Applicant	Providing information on upcoming surveys.

Date	Contact type	Owner	Topic
<b>Pre-application</b>			
			Provide update on Scoping Report submission. Continue discussions on constraints and layout considerations.
27 <sup>th</sup> April 2022	Meeting	Applicant	Provide survey programme update, concept design overview. Continue discussions on constraints and layout considerations .
6 <sup>th</sup> May 2022	Meeting	Marine Navigation Engagement Forum (MNEF)	Navigation safety, cumulative assessments with the Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets and development of the CRNRA.
7 <sup>th</sup> September 2022	Meeting	Applicant	Providing project update including consenting timeline, Concept Design Scope and surveys.
10 <sup>th</sup> October 2022	Meeting	MNEF	Navigation safety and cumulative assessments with the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets.
12 <sup>th</sup> October 2022	Hazard Workshop	Applicant	In-person hazard workshop, attended by representatives from ferry operators, regulators, commercial bodies, IoM Government, oil and gas, ports, fishing communities and recreational users.
18 <sup>th</sup> January 2023	Meeting	MNEF	Navigation safety and cumulative assessments with the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets pre- PEIR.
1 <sup>st</sup> February 2023	Meeting	Applicant	Provided update on the consenting process, Statement of Community Consultation and upcoming surveys. Update on oil and gas interaction study provided. Request for update on decommissioning and carbon capture plans.
1 <sup>st</sup> March 2023	Meeting	Applicant	Consenting and consultation update Engineering update including surveys and project boundary. Oil and gas interaction study update



Date	Contact type	Owner	Topic
<b>Pre-application</b>			
			SIMOPS HAZID Workshop discussion.
23 <sup>rd</sup> March 2023	Meeting	Applicant	Updates on winter VTS, Scoping Report submission delay and continued discussion on constraints, layout considerations and next steps.
19 <sup>th</sup> April 2023	Statutory Consultation	Applicant	Notification sent to Spirit Energy to participate in the statutory consultation and provide comment under PEIR.
26 <sup>th</sup> April 2023	Meeting	Applicant	Updates on consenting and upcoming statutory consultation, engineering, gas field interaction study, SIMOPS HAZID workshop and next steps.
27 <sup>th</sup> June 2023	Meeting	Applicant	Consenting and consultation update and discussion of PEIR comments Engineering update including surveys and project boundary Oil and gas interaction study update Update on Spirit and Harbour independent aviation study to identify air space requirements in relation to Morecambe generation assets.
5 <sup>th</sup> July 2023	Meeting	Spirit Energy	Introductory meeting to discuss the Carbon Capture Storage Project.
23 <sup>rd</sup> August 2023	Meeting	Applicant	Consenting and consultation update Engineering update including surveys, FEED and actions from HAZID Overview of Vessel Management Plan (VMP).
21 <sup>st</sup> September 2023	Meeting	MNEF	Project updates and review of site boundary changes made since PEIR by the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets.
28 <sup>th</sup> September 2023	Hazard Workshop	Applicant	Updated hazard workshop to inform the updated NRA/CRNRA for ES, attended by representatives from ferry operators, regulators, commercial bodies, oil and gas, ports, fishing communities and recreational users.
29 <sup>th</sup> September 2023			

Date	Contact type	Owner	Topic
<b>Pre-application</b>			
13 <sup>th</sup> December 2023	Meeting	Applicant	Consenting and consultation update Engineering update including surveys undertaken and planned for 2024 Update on Spirit and Harbour independent aviation study
21 <sup>st</sup> March 2024	Meeting	Applicant	Consenting and consultation update Engineering update including surveys undertaken and planned for 2024 Discussion of results of Spirit and Harbour independent aviation study Provision of results from OWL study on helicopter access to Spirit and Harbour Assets
22 <sup>nd</sup> April 2024	Meeting	Applicant	Discussion of draft Coexistence and Cooperation agreement Discussion of updated OWL helicopter access study Discussion of DCO process and process required to reach an agreement between parties
<b>Post-application</b>			
1 <sup>st</sup> July 2024	Meeting	Applicant	To provide an overview of the DCO application documents, overview of the examination process, key findings from the helicopter access study, and summary of proposed mitigations and agreements.
30 <sup>th</sup> July 2024	Workshop	Applicant	To provide further clarity on the helicopter assessment undertaken by Anatec on behalf of the Applicant, and progress discussions on proposed mitigations, including Protective Provisions and Coexistence Agreement
31 <sup>st</sup> October 2024	Meeting	Applicant	To discuss and review the helicopter assessment undertaken by Anatec on behalf of the Applicant, AviateQ studies and assessments produced by Spirit Energy, and potential mitigation options.

Table 2.2 Topics agreed, in discussion or not agreed with Spirit Energy

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
<b>Project wide considerations</b>				
SE 1	Consultation	<p><u>The Applicant has undertaken adequate consultation with Spirit Energy on matters to date as outlined in Table 2.1 above, holding regular engagement since the site selection stage of the Project prior to the signing of the Agreement for Lease with The Crown Estate.</u></p> <p><u>The Applicant does not recognise that the consultation meetings held were too high level. Through this engagement, the Applicant provided the latest information available and also provided Spirit Energy the opportunity to raise any concerns that they might have had at time.</u></p> <p><u>Additionally, the Applicant had also engaged with Spirit Energy through the statutory consultation process and, in regional consultation throughout the pre-application process via the MNEF and hazard workshops as described in Table 2.1</u></p> <p><u>Whilst the Applicant acknowledges the remaining concerns from Spirit</u></p>	<p>Spirit consider that consultation to date has been regular. However, the dDCO as submitted comprises development at a location that is within proximity of Spirit's offshore assets and without adequate safeguards. That being the case, consultation to date has not resulted in Spirit's concerns being properly taken into account. Accordingly, it cannot be characterised as "adequate".</p> <p>The Summary of Consultation provided in Table 2.1 is not a complete record of consultation. It features inaccuracies and omissions, and discussion in relation to Spirit Energy's carbon capture and storage developments are entirely omitted. Furthermore, the quantity of meetings listed in Table 2.1 does not reflect the high level nature of these conversations. The quantity of meetings does not serve to demonstrate that Spirit's concerns have been adequately taken into account and addressed.</p>	<b>Not Agreed – material impact</b>

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p><u>Energy, this does not diminish the level of consultation that took place. Consultation remains ongoing with Spirit Energy, looking into the outstanding concerns further, and the parties will update the Examining Authority at a future deadline.</u></p> <p><u>The Applicant attended a meeting in July 2023 led by Spirit Energy in relation to their CCS project as part of the consultations for their application for a Carbon Dioxide Appraisal and Storage Licence.</u></p>		
SE 2	Policy and planning	<p>The Applicant has identified and considered all appropriate plans, policies and guidance.</p> <p>The assessment of potential impacts upon Shipping and Navigation (Environmental Statement (ES) Chapter 14 Shipping and Navigation (APP-051)), and Infrastructure and Other Users (ES Chapter 17 Infrastructure and Other Users (APP-054)) been made with specific reference to the relevant National Policy Statements (NPS), legislation, policy and guidance.</p>	See the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-22 to RR-77-24	In Discussion
SE 3		In their Relevant Representation (RR-077) Spirit Energy identified	Spirit notes this response.	Agreed

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		other health and safety legislation, which they consider is relevant to their operations and activities. The Applicant notes this response and agrees that these are the primary relevant health and safety pieces of legislation.		
SE 4		The Applicant has correctly identified the relevant National Policy Statements in relation to coexistence between offshore wind development and other infrastructure and users in their response to Spirit Energy's relevant representation (PD1-011, at response RR-077-22).	See the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-23 and RR-77-24	In Discussion
SE 5	Baseline environment	The Applicant has correctly identified Spirit Energy's assets in the East Irish Sea with the potential to be impacted by the Project. Sufficient data has been collated to appropriately characterise the baseline environment.  <a href="#">See the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-10 and RR-77-11.</a>	The Applicant had not correctly identified Spirit Affected Assets in the DCO documentation. Spirit correctly identified the Affected Assets in Spirit's RR [RR-077] and these are what should be referenced. Spirit do not consider that sufficient data has been collated to appropriately characterise the baseline environment (including the nature of Spirit's current operations).	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
SE6	National significance of Spirit's operations and Morecambe Net Zero	<p><u>The Applicant notes Spirit Energy's position on their current operations at the Morecambe Hub.</u></p> <p><u>The Applicant notes Spirit Energy's future aspirations for carbon capture and storage and is aware that at present Spirit Energy are the holders of a Carbon Dioxide Appraisal and Storage Licence (CDSAL) (ref. CS010) from the Oil and Gas Authority. The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-72 to RR-77-86.</u></p>	<p>Spirit contributes substantially to the UK's energy landscape by ensuring a steady supply of domestic resources, reducing dependency on foreign imports which have higher emissions. This not only stabilises energy prices across the UK but supports thousands of jobs directly and indirectly. The Morecambe Hub, and associated producing fields are fundamental to ensuring sustained, long-term energy security for the UK.</p> <p>The Morecambe Hub fields will play a pivotal part in the UK's journey to net zero. Once the gas fields have ceased natural gas production, repurposing the reservoirs and associated infrastructure for carbon storage is of paramount importance to ensure the UK can meet its Net Zero targets. As a result, Spirit's vision for repurposing of the fields has been endorsed by the UK Government through the award of Carbon Storage licence CS010 in September 2023, pursuant to section 18 of the Energy Act 2008. The UK's Net Zero Strategy, published in 2021 sets out a target</p>	

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
			<p>of 20-30 million tonnes per annum (MTPA) of CCUS in the UK by 2030, rising to at least 50 MTPA by 2035. It is expected that Spirit's Morecambe Net Zero CCS project could facilitate up to 25MTPA of carbon storage by 2040, delivering half of the UK's storage target.</p> <p>The national importance of Spirit's existing and proposed operations must be afforded substantial weight in the determination of the DCO application.</p>	
SE 7	Assessment methodology	<p>The assessment methodology within ES Chapter 14 Shipping and Navigation (APP-051) is deemed appropriate for the purposes of predicting potential effects on Spirit Energy.</p> <p><u>Discussions are ongoing as to methodology and assumptions that underpin this assessment.</u></p>	<p>Spirit refer to Part 6 of its Relevant Representation and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-53 to RR-77-85. Discussions are ongoing as to methodology and assumptions that underpin this assessment.</p>	In Discussion
SE 8		<p>The Formal Safety Assessment approach utilised within the Appendix 14.1 Navigation Risk Assessment (NRA) (APP-073) is deemed appropriate for the purposes of predicting potential effects on Spirit Energy.</p>	<p>Spirit refer to Part 6 of its Relevant Representation and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-53 to RR-77-85. Discussions are ongoing as to methodology and assumptions that underpin this assessment.</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<u>Discussions are ongoing as to methodology and assumptions that underpin this assessment.</u>		
SE 9		<p>The assessment methodology within ES Chapter 17 Infrastructure and Other Users (APP-054) is deemed appropriate for the purposes of predicting potential effects on Spirit Energy.</p> <p><u>Discussions are ongoing as to methodology and assumptions that underpin this assessment.</u></p>	<p>Spirit refer to Part 6 of its Relevant Representation and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-53 to RR-77-80. Discussions are ongoing as to methodology and assumptions that underpin this assessment.</p>	In Discussion
SE 10		<p>The assessment methodology within Appendix 17.1 - Helicopter Access Study (APP-081) is deemed appropriate for the purposes of predicting potential effects on Spirit Energy.</p> <p><u>Discussions are ongoing as to methodology and assumptions that underpin this assessment.</u></p>	<p>Spirit refer to Part 6 of its Relevant Representation and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-25 to RR-77-52. Discussions are ongoing as to methodology and assumptions that underpin this assessment.</p> <p>Spirit consider the methodology and assessment to be weak in places; in particular it was lacking in the identification of credible mitigations to support their assessment of residual impact. Spirit has met with the Applicant to try to understand the differences between assessments and tried to align where reasonably practicable with</p>	In Discussion



Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
			the Applicant's base inputs, however parties remain misaligned on the safe distances required to land and take off and the impact that these have on Spirits operations. These have been highlighted in Spirit's RR [RR-077] and its Written Representation (submitted at Deadline 1).	
SE 11		<p>The assessment methodology within Appendix 17.2 – Radar Early Warning System Technical Report (APP-082) is deemed appropriate for the purposes of predicting potential effects on Spirit Energy.</p> <p><u>The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-72 to RR-77-80.</u></p> <p><u>Notwithstanding the above the Applicant is undertaking further assessment and analysis and is committed to engaging further with Spirit Energy on assessment of the effects on REWS.</u></p>	Spirit refers to Part 6 of its Relevant Representation and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-72 to RR-77-80. Spirit invites the Applicant to engage with Spirit's representations on the issues identified with the assessment of effects on the REWS in terms of ability to detect targets and the false alarms that may be generated (as part of Appendix 17.2 - Radar Early Warning System Technical Report (APP-082)) and to provide updated analysis or assessment.	In Discussion
<b>Development Consent Order</b>				
SE 12	Protective Provisions	The Applicant has included protective provisions in favour of Spirit Energy within the draft	It is agreed that the Applicant has included protective provisions. However Spirit are engaging on the drafting of revised protective	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p>Development Consent Order (dDCO) (APP-012).</p> <p><u>The Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2.</u></p>	<p>provisions. It is not clear at this stage whether protective provisions satisfactory to Spirit are capable of being agreed.</p>	
SE 13	Co-existence agreement	<p>The Applicant is content to enter into a commercial agreement to the extent appropriate in addition to the protective provisions. The Applicant provided Spirit Energy with a draft co-existence agreement on 11 April 2024 and is continuing to engage with Spirit Energy to ensure that the definition of the buffer zones and the other operative clauses within the protective provisions is appropriate for Spirit Energy's operations. The Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2.</p>	<p>Spirit agree that a draft agreement was provided. Spirit cannot meaningfully engage until correct buffer zones and other key agreement principals are defined, in the expectation is that these matters will be secured in protective provisions.</p>	In Discussion
<b>Civil Aviation</b>				
SE 14	Helicopter Access Study	<p>The Applicant has correctly assessed the effects on helicopter</p>	<p>Discussions have commenced. Spirit however consider that the</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p>access for all Spirit Energy's current and future activities at the Morecambe Hub within Appendix 17.1 – Helicopter Access Study (APP-081).</p> <p><a href="#">The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-25 to RR-77-39.</a></p>	<p>Applicant has significantly underestimated the impact.</p> <p>Spirit disagree that;</p> <ul style="list-style-type: none"> <li>(i) Helicopters can land and take off safely with a 1.5nm aviation buffer zone;</li> <li>(ii) That anything under 3.9nm is acceptable;</li> </ul> <p>Spirit refer to Part 5 of its Relevant Representation [RR-77] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-25 to RR-77-39.</p> <p>Spirit disagrees as per content provided in its Relevant Representation [RR-77] and Spirit's response to the Applicant's responses to Relevant Representations [PD-011]. Spirit's impact analysis is considerably greater than the impact analysis that the Applicant has shared in its Appendix 17.1 – Helicopter Access Study (APP-081). This is despite the parties using the same historic flight, weather data, and flying restrictions. The Applicant's assessment of winter months only include the impact of night. The Applicant has also broken down flights into individual sectors, rather</p>	

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
			<p>than treating flights as a whole which is not a true representation of Spirit's operations.</p> <p>Spirit disagrees where the Applicant refers to "potential" restrictions and deems these to be actual.</p>	
SE 15	Search and Rescue emergency helicopter access	<p>Full Search and Rescue (SAR) emergency helicopter access to platforms within and adjacent to the windfarm site would still be available as SAR helicopters are not constrained by Commercial Air Transport (CAT) meteorological limits as the layout of WTGs would comply with MGN 654 Annex 5 requirements.</p> <p><a href="#">See the Applicant's Response to Relevant Representations [PD1-011] – ID RR-077-44 to RR-77-49.</a></p>	<p>Spirit consider that where risk to life evacuation is required, CAT has to undertake some of these due to location or SAR availability.</p> <p>SAR will not allow increased use of SAR due to introduction of the wind farm impeding CAT.</p> <p>SAR may refuse to assist if the event is not serious enough evacuation.</p> <p>Spirit refer to Part 5 of its Relevant Representation [RR-77] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-40 to RR-77-52.</p>	In Discussion
SE 16	Oil and gas operations, infrastructure and facilities	<p>The Applicant has assessed potential impacts on oil and gas assets including in relation to Civil Aviation as part of assessments as well as access studies within ES Chapter 17 Infrastructure and Other Users (APP-054), Appendix 17.1 Helicopter Access Study (APP-081), and Appendix 17.2 Radar Early Warning System Technical</p>	<p>Spirit disagree that an adequate assessment has been carried out and disagrees with the conclusions of the Applicant's assessments within ES Chapter 17 Infrastructure and Other Users (APP-054). The assessment lacks credible mitigation measures. Spirit is particularly concerned with the proposal that Spirit could operate</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p>Report (APP-082) which concluded that, following the implementation of additional mitigation measures, all residual effects across all phases of the Project were not significant.</p> <p>Mitigations (detailed in Section 17.3.3 of APP-054)) are sufficient.</p> <p><u>The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-25 to RR-077-39, and RR-077-72 to RR-077-80.</u></p>	<p>through applying for dispensation to seek aviation access once the wind farm is installed. They have not identified any definitive mitigation; and the proposed mitigation measures are not sufficient.</p> <p>Regarding Spirit's position on Appendix 17.1 Helicopter Access Study (APP-081), and Appendix 17.2 Radar Early Warning System Technical Report (APP-082), Spirit refers to Part 5 of its Relevant Representation [RR-77] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-25 to RR-77-39.</p> <p>The Applicant has advised there will be no impact to some of the platforms due to distance, but there is an impact due to aviation operations using CPC, as detailed in paragraphs 2.22 to 2.34 of Spirit's Written Representation [RR-077]. The Applicant makes note of CPC and Calder, but all NUIs are impacted. The additional NUI's impacted are DP6, DP8 and DPPA.</p> <p>Spirit disagree with the impact assessment on the CPC REWS system. Spirit refer to Part 6 of its Relevant Representation and the Applicant's Response to Relevant</p>	

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
			Representations [PD-011] – ID RR-077-72 to RR-77-80.	
SE 17	Operations of existing facilities	<p>The Applicant does not consider that in relation to Civil Aviation that the presence of the Project, taking account of mitigation secured in the draft Protective Provisions, would present a safety risk to the operation of Spirit Energy's Morecombe Hub, or materially or adversely affect its future viability.</p> <p><u>Notwithstanding the above the Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2 and is engaging with Spirit Energy on the drafting of these.</u></p>	<p>Spirit disagree and refer to Part 5 of its Relevant Representation [RR-77] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-25 to RR-77-39. Spirit are engaging on the drafting of revised protective provisions. It is not clear at this stage whether protective provisions satisfactory to Spirit are capable of being agreed.</p> <p>As per content provided in Spirit's Relevant Representation [RR-77] and Spirit's response to the Applicant's Response to Relevant Representations in PD-011, Spirit has demonstrated a significant quantifiable increase in IRPA for our NUI intervention team directly as a result of flight restrictions imposed by the proximity of the wind turbines.</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
<b>Shipping and Navigation</b>				
SE 18	Radar Early Warning Systems (REWS)	<p>The Applicant has correctly assessed the effects on the REWS in terms of ability to detect targets and the false alarms that may be generated (as part of Appendix 17.2 - Radar Early Warning System Technical Report (APP-082).</p> <p><u>The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-72 to RR-77-80.</u></p> <p><u>Notwithstanding the above the Applicant is undertaking further assessment and analysis and is committed to engaging further with Spirit Energy on assessment of the effects on REWS.</u></p>	<p>Spirit refers to Part 6 of its Relevant Representation [RR-077] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-72 to RR-77-80. Spirit invites the Appicate to engage on the assessment of effects on the REWS in terms of ability to detect targets and the false alarms that may be generated (as part of Appendix 17.2 - Radar Early Warning System Technical Report (APP-082) and to share its assessment and/or analysis.</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
SE 19	Oil and Gas operations, infrastructure and facilities	<p>The Applicant has assessed potential impacts on oil and gas assets including in relation to Shipping and Navigation as part of shipping and navigation assessments as well as access studies within ES Chapter 14 Shipping and Navigation (APP-051), and Navigation Risk Assessment (APP-073) which concluded that, following the implementation of additional mitigation measures, all residual effects across all phases of the Project were not significant. Mitigations (detailed in Section 14.3.3 of APP-051)) are sufficient.</p> <p><u>Notwithstanding the above the Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2.</u></p>	<p>Spirit disagree and refer to Part 6 of its Relevant Representation [RR-077] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-53 to RR-77-85.</p> <p>Spirit disagrees that the residual effects are not significant. The submissions in section 2 of Spirit's Written Representation (submitted at Deadline 1) address this point.</p> <p>Spirit disagrees that the Applicant has reduced the oil and gas sector risks to as low as reasonably practical as per Spirit's written response to the Applicant's Response to Relevant Representations in PD-011.</p> <p>Spirit disagrees that the Mitigations (detailed in Section 14.3.3 of APP-051) are sufficient.</p>	In Discussion
SE 20	Operations of existing facilities	<p>The Applicant does not consider that in relation to Shipping and Navigation that the presence of the Project, taking account of mitigation secured in the draft Protective Provisions, would present a safety risk to the operation of Spirit</p>	<p>Spirit disagree and refer to Part 6 of its Relevant Representation [RR-077] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-53 to RR-77-85.</p> <p>Spirit are engaging on the drafting of revised protective provisions. It is</p>	In Discussion



Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		Energy's Morecombe Hub, or materially or adversely affect its future viability. <u>Notwithstanding the above the Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2 and is engaging with Spirit Energy on the drafting of these.</u>	not clear at this stage whether protective provisions satisfactory to Spirit are capable of being agreed.	
<b>Proposed operations (including decommissioning of existing facilities and future carbon capture)</b>				
SE 21	Decommissioning of existing facilities	The Applicant does not consider that the presence of the Project, taking account of mitigation secured	Spirit do not agree that, as matters stand, the safety and viability of the Morecambe Hub is secured. Spirit	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p>in the draft Protective Provisions, would present a safety risk to the decommissioning of Spirit Energy's Morecambe Hub, or materially or adversely affect its future viability.</p> <p><u>Notwithstanding the above the Applicant is aiming to include updated Protective Provisions in favour of Spirit Energy to be included in the next update of the draft Development Consent Order at Deadline 2 and is engaging with Spirit Energy on the drafting of these.</u></p>	<p>are engaging on the drafting of revised protective provisions. It is not clear at this stage whether protective provisions satisfactory to Spirit are capable of being agreed.</p>	
SE 22	Future operations for Carbon Capture Usage and Storage (CCUS)	<p>The Applicant does not consider that the presence of the Project would present a safety risk to the operation or decommissioning of Spirit Energy's Morecambe Net Zero CCUS project, or materially or adversely affect its future viability.</p> <p><u>The Applicant refers to their response to Relevant Representations [PD1-011] – ID RR-077-86 and notes that at</u></p>	<p>Spirit disagrees and refers to Part 8 of its Relevant Representation [RR-077] and the Applicant's Response to Relevant Representations [PD-011] – ID RR-077-86 to RR-77-87, and Spirit's Written Representation (submitted at Deadline 1).</p>	In Discussion

Topic/ ref.	Discussion point	Applicant's position	Spirit Energy position	Position summary
		<p><u>present there is no current permit for CCUS operations in the area.</u></p> <p><u>Notwithstanding the above the Applicant is committed to co-existence and to engaging with Spirit Energy on agreeing the principal terms for a co-existence agreement.</u></p>		
<b>Habitats Regulations Assessment</b>				
SE 23	Without Prejudice Derogation Case	<p>The Applicant has submitted a Habitats Regulations Assessment Without Prejudice Derogation Case (APP-029). This includes a review of possible site locations for compensatory measures for Lesser Black-Backed Gulls (LBBG) that includes Spirit's Barrow Gas Terminal.</p> <p>The Applicant notes that the Barrow Gas Terminal option will not be progressed further at this time, noting the Applicant has provided other compensation options that are being progressed.</p>	Note position and agree that it is not an option.	Agreed.

### 3 Signatures

24. The above draft SoCG is agreed between Spirit Energy Production UK Limited and the Applicant on the day specified below.

Signed:	
Print Name:	
Job Title:	
Date:	
Duly authorised for and on behalf of Spirit Energy Production UK Limited	
Signed:	
Print Name:	
Job Title:	
Date:	
Duly authorised for an on behalf of the Applicant	

## 4 References

DESNZ (2024) Overarching National Policy Statement for Energy (EN-1)

DESNZ (2024) Overarching National Policy Statement for Renewable Energy Infrastructure (EN-3)

Morecambe Offshore Windfarm Ltd (2024) Consultation Report (APP-015)

Morecambe Offshore Windfarm Ltd (2024) Draft DCO (APP-012)

Morecambe Offshore Windfarm Ltd (2024) Chapter 14 Shipping and Navigation (APP-051)

Morecambe Offshore Windfarm Ltd (2024) Appendix 14.1 - Navigation Risk Assessment (APP-073)

Morecambe Offshore Windfarm Ltd (2024) Appendix 14.2 – Cumulative Regional Navigation Risk Assessment (APP-074)

Morecambe Offshore Windfarm Ltd (2024) Chapter 17 Infrastructure and Other Users (APP-054)

Morecambe Offshore Windfarm Ltd (2024) Appendix 17.1 Helicopter Access Study (APP-081)

Morecambe Offshore Windfarm Ltd (2024) Appendix 17.2 Radar Early Warning System Technical Report (APP-082)