

MONA OFFSHORE WIND PROJECT

Mona and ENI SoCG

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Image of an offshore wind farm

MONA OFFSHORE WIND PROJECT

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Glossary

Term	Meaning
Applicant	Mona Offshore Wind Limited.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Marine licence	The Marine and Coastal Access Act 2009 requires a marine licence to be obtained for licensable marine activities. Section 149A of the Planning Act 2008 allows an applicant for a DCO to apply for a 'deemed' marine licence as part of the DCO process. In addition, licensable activities within 12nm of the Welsh coast require a separate marine licence from Natural Resource Wales (NRW).
Mona Offshore Wind Project	The Mona Offshore Wind Project is comprised of both the generation assets, offshore and onshore transmission assets, and associated activities.
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.

Acronyms

Acronym	Description
ALARP	As Low As Reasonably Practicable
CCS	Carbon capture and storage
CEA	Cumulative Effects Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MNEF	Marine Navigation Engagement Forum
NRA	Navigation Risk Assessment
NRW	Natural Resource Wales
OSP	Offshore Substation Platform
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground

Units

Unit	Description
kV	Kilovolts

1 Initial Statement of Common Ground between Mona Offshore Wind Project and Eni UK Limited / Liverpool Bay CCS Limited

1.1 Introduction

1.1.1 Overview

1.1.1.1 This Initial Statement of Common Ground (SoCG) has been prepared between Mona Offshore Wind Limited (hereafter referred to as ‘the Applicant’) and Eni UK Limited and Liverpool Bay CCS Limited (hereafter referred to as ‘Eni’), 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 Mona Offshore Wind Project.

1.1.1.2 This document is intended to provide the Examining Authority 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 Mona Offshore Wind Project Examination and submitted at the Deadlines indicated in the Rule 6 letter.

1.1.2 Mona Offshore Wind Project Elements of relevance to Eni

1.1.2.1 Eni UK is an energy company that has operational oil and gas assets in Liverpool Bay. These assets are nearing the end of their productive life and are due to be decommissioned with some being repurposed to support carbon capture and storage (CCS). The new CCS assets will be operated by Liverpool bay CCS Limited. The elements of the Mona Offshore Wind Project which may affect the interests of Eni are Work Numbers 1 to 4, covering the intertidal area, seaward of Mean High Water Springs (MHWS), and offshore works. These are detailed in Schedule 1 (Authorised Project), Part 1 (Authorised Development) and Schedule 14 (Marine Licence) of the Draft DCO F03 (PDA-003).

1.1.2.2 This SoCG covers the following topics of relevance to Eni, seaward of MHWS:

- Other sea users
- Shipping and navigation.

1.1.3 Overview of Mona Offshore Wind Project

1.1.3.1 Mona Offshore Wind Project is a proposed offshore wind farm located in the east Irish Sea. The Mona Offshore Wind Project will include both offshore and onshore infrastructure and consist of:

- **Mona Array Area:** This is where the wind turbines, Offshore Substation Platforms (OSPs), foundations (for both wind turbines and OSPs), inter-array cables, interconnector cables and offshore export cables will be located
- **Mona Offshore Cable Corridor and Access Areas:** The corridor located between the Mona Array Area and the landfall up to MHWS in which the offshore export cables will be located and in which the intertidal access areas are located

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- Intertidal access areas: The area from MHWS to Mean Low Water Springs (MLWS) which will be used for access to the beach and construction related activities
- Landfall: This is where the offshore export cables make contact with land and the transitional area where the offshore cabling connects to the onshore cabling
- Mona Onshore Development Area: The area in which the landfall, Mona Onshore Cable Corridor, Mona Onshore Substation, mitigation areas, temporary construction facilities (such as access roads and construction compounds), operational access to the Mona Onshore Substation and the connection to National Grid infrastructure will be located
- Mona Onshore Substation: This is where the new substation will be located, containing the components for transforming the power supplied from the offshore wind farm up to 400 kV
- Mona 400 kV Grid Connection Cable Corridor: The corridor from the Mona Onshore Substation to the National Grid substation.

1.1.4 Approach to SoCG

1.1.4.1 This SoCG has been developed during the pre-examination phase and will be progressed during the examination phase of the Mona Offshore Wind Project. In accordance with discussions between the parties, the SoCG is focused on those issues raised by Eni within its response to Scoping, Section 42 consultation and as raised through the Marine Navigation Engagement Forum (MNEF), hazard workshop and stakeholder meetings that have underpinned the pre-application consultation between the parties. This SoCG also includes those issues raised by Eni 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 has outlined the consultation that has taken place between the parties during the pre-application and post-application phase of the Mona Offshore Wind Project. The agreement logs present the position reached on 07 August 2024 (Deadline 1).

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.

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Table 1.1: Summary of areas agreed, ongoing points of discussion and not agreed between the parties.

Topic	Agreement status
Other sea users	Agreed
Shipping and navigation	Ongoing point of discussion

1.3 Summary of Consultation

1.3.1.1 Table 1.2 below provides a summary of the consultation undertaken by the Applicant with Eni, relevant to other sea users during the pre-application phases of the Mona Offshore Wind Project. Table 1.3 below provides a summary of the consultation undertaken by the Applicant with Eni, relevant to other sea users during the post-application phases of the Mona Offshore Wind Project.

Table 1.2: Summary of pre-application consultation with Eni.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Other sea users			
08/12/2022	Meeting	Non-statutory	<ul style="list-style-type: none"> Information on assets in the east Irish Sea and future activity
13/06/2023	Meeting	Non-statutory	<ul style="list-style-type: none"> Project update Survey activity update
01/12/2023	Meeting	Non-statutory	<ul style="list-style-type: none"> Project update Survey activity update Array area boundary amendments and other project changes post-PEIR
Shipping and navigation			
10/11/2021	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> Project introduction and proposed approach Site selection in relation to shipping and navigation constraints Impacts of COVID-19 on data collection Impacts to ferry operators (Safety and Commercial) Relation of impacts on ferry routes with regulation and guidance Sensitivity of ferry operator schedules.

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Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
06/05/2022	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> • Project update • Cumulative impacts of multiple projects on ferry operations • How the cumulative impacts will be assessed or examined • Impacts of three Irish Sea projects on Isle of Man economy/society • Extent of incident data • Safety of navigating in gaps • Consequences of allisions with wind turbines.
10/10/2022	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> • Project update • Application process • Approach to cumulative assessment • Introduction to Morgan/Morecambe combined transmission project.
10/10/2022 to 11/10/2022	Hazard Workshop	Non-statutory	<ul style="list-style-type: none"> • Cumulative Hazard Workshop of the Mona Potential Array Area to inform the PEIR.
18/01/2023	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> • Project update on boundary amendments and how commitments will be tested post PEIR.
21/09/2023	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> • Project update and review of boundary changes.
28/09/2023 to 29/09/2023	Hazard Workshop	Non-statutory	<ul style="list-style-type: none"> • Cumulative Navigation Risk Assessment (NRA) hazard workshop undertaken to inform the Environmental Statement.
08/02/2024	MNEF meeting	Non-statutory	<ul style="list-style-type: none"> • Project update • Summary of work undertaken since last MNEF • Update to Cumulative NRA • DCO process.

Table 1.3: Summary of post-application consultation with Eni.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
11/04/2024	Email	Non-statutory	<ul style="list-style-type: none"> • Notification of DCO application acceptance for Examination and timescales for submission of relevant representations.
19/04/2024	Meeting	Non-statutory	<ul style="list-style-type: none"> • Project update • DCO application update.
10/05/2024	Relevant representation	Statutory	<ul style="list-style-type: none"> • Relevant representation submitted by Eni UK Ltd

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Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
04/06/2024	Meeting	Non-statutory	<ul style="list-style-type: none"> • Project update • Discussion over preparation of Statement of Common Ground.
02/08/2024	Meeting	Non-statutory	<ul style="list-style-type: none"> • Engagement on initial SoCG ahead of submission at Deadline 1

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1.4 Agreement log

1.4.1 Overview

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, not agreed but not material 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 and Table 1.6 set out the level of agreement between the parties for each relevant component of the application (as identified in section 1.1.2) in relation to other sea users and shipping and navigation.

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1.4.2 Other sea users

Table 1.5: Agreement Log between the parties on other sea users.

Reference Number	Discussion point	Applicant's Position	Eni Position	Status
ENI.OSU.1	Assessment of the effects from the Mona Offshore Wind Project alone	There will be no significant effects on Eni in EIA terms for the Mona Offshore Wind Project alone.	Agreed	Agreed
ENI.OSU.2	Assessment of the effects from the Mona Offshore Wind Project cumulatively with other projects	There will be no significant effects on Eni in EIA terms for the Mona Offshore Wind Project cumulatively with other projects and plans.	Agreed	Agreed
ENI.OSU.3	Mitigation	<p>The Measures adopted as part of the Mona Offshore Wind Project to reduce the potential for impacts on other sea users, as outlined in Table 10.16 of Volume 2, Chapter 10: Other Sea Users (APP-062), are appropriate and will ensure significant effects are avoided.</p> <p>In particular, the measure <i>“Consultation with other offshore energy operators to promote and maximise cooperation between parties and minimise both spatial and temporal interactions between conflicting activities”</i> is considered a key measure and in line with industry best-practice, the parties agree to meet regularly to discuss their respective activity programmes in order to minimise disruption to either party’s operations and to maximise coexistence. Where necessary, this will include establishing simultaneous operations procedures in accordance with recognised industry good practice such as the International Marine Contractors Association Guidance on Simultaneous Operations (IMCA 2023).</p>	Agreed	Agreed

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1.4.3 Shipping and navigation
Table 1.6: Agreement Log between the parties on shipping and navigation.

Reference Number	Discussion point	Applicant's Position	Eni Position	Status
ENI.SAN.1	Assessment of the effects from the project alone	Hazards and impacts identified as relevant to the Mona Offshore Wind Project have been assessed within the shipping and navigation assessment.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.2		All identified hazards have been assessed as either Broadly Acceptable or Tolerable (if As Low As Reasonably Practicable (ALARP)) and there are no unacceptable hazards.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.3		The mitigation measures described within Table 1.10 of Volume 6, Annex 7.1: Navigational Risk Assessment (APP-098) are appropriate. Further mitigation measures marked in grey colour 'not adopted' in Table 1.43 of Volume 6, Annex 7.1: Navigational Risk Assessment (APP-098) would be unnecessary or disproportionate and therefore all medium risk hazards relating to the cumulative scenario (including Mooir Vannin Offshore Wind Farm Scoping Boundary) can be considered ALARP without the need for additional risk control measures.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.4		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) would not be significant in EIA terms with proposed mitigation measures in place.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.5		Assessment of the effects from the project cumulatively (excluding Mooir Vannin Offshore	Hazards and impacts relevant to the Mona Offshore Wind Project in combination with cumulative projects (excluding Mooir Vannin Offshore Wind Farm Scoping Boundary) have been assessed within the shipping and navigation assessment.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment

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Reference Number	Discussion point	Applicant's Position	Eni Position	Status
ENI.SAN.6	Wind Farm Scoping Boundary)	All identified hazards relating to the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) have been assessed as either Broadly Acceptable or Tolerable (if ALARP) and there are no unacceptable hazards.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.7		The mitigation measures described within Table 1.10 of Volume 6, Annex 7.1: Navigational Risk Assessment (APP-098) are appropriate. Further mitigation measures marked in grey colour 'not adopted' in Table 1.43 of Volume 6, Annex 7.1: Navigational Risk Assessment (APP-098) would be unnecessary or disproportionate and therefore all medium risk hazards relating to the cumulative scenario (including Moir Vannin Offshore Wind Farm Scoping Boundary) can be considered ALARP without the need for additional risk control measures.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion
ENI.SAN.8		All other impacts (impacts on search and rescue, radar, communications and positioning systems, etc.) assessed for the cumulative scenario (excluding Moir Vannin Offshore Wind Farm Scoping Boundary) would not be significant in EIA terms with proposed mitigation measures in place.	Eni is still in the process of reviewing the shipping and navigation impact assessment and navigation risk assessment	Ongoing point of discussion

1.5 References

IMCA (2023). International Marine Contractors Association, Guidance on simultaneous operations (SIMOPS), Rev. 0.3, December 2023.