

MONA OFFSHORE WIND PROJECT

Mona and NATS (En Route) plc SoCG (F02)

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Image of an offshore wind farm

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Prepared by:

RPS

Prepared for:

Mona Offshore Wind Ltd.

Signatories

Signed	
Name	
Date	
Position	
For	NATS
Signed	
Name	
Date	
Position	
For	Mona Offshore Wind Limited

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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
ATC	Air Traffic Control
CEA	Cumulative Effects Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
MDD	Mitigation Description Document
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
OSP	Offshore Substation Platform
SoCG	Statement of Common Ground
TMZ	Transponder Mandatory Zone
TOPA	Technical and Operational Assessment

Units

Unit	Description
kV	Kilovolts

1 Initial Statement of Common Ground between Mona Offshore Wind Project and NATS

1.1 Introduction

1.1.1 Overview

1.1.1.1 This Statement of Common Ground (SoCG) has been prepared between Mona Offshore Wind Limited (hereafter referred to as ‘the Applicant’) and NATS, 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 The need for a SoCG between the Applicant and NATS is set out in section 1 of Appendix F of the Rule 6 letter issued by the Planning Inspectorate on 07 June 2024.

1.1.1.3 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 under NATS’ remit

1.1.2.1 NATS provides Air Traffic Control (ATC) services to aircraft flying in airspace over the UK and the eastern part of the North Atlantic. The elements of the Mona Offshore Wind Project which may affect the interests of NATS are within Work Number 1, covering offshore works. These are detailed in Schedule 1 (Authorised Project), Part 1 (Authorised Development) of the Draft DCO (APP-023).

1.1.2.2 This SoCG covers the following topics of relevance to NATS:

- Aviation and radar.

1.1.3 Overview of the Mona Offshore Wind Project

1.1.3.1 The 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 Mean High Water Springs (MHWS), in which the offshore export cables will be located and in which the intertidal access areas are located
- **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

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- 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 infrastructure (such as access roads and construction compounds), operational access to the Mona Onshore Substation and the 400 kV 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 NATS within its response to Scoping and as raised through the Engagement Forum between the parties. This SoCG also includes those issues raised by NATS 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 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.

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

Topic	Agreement status
Aviation and radar	Ongoing point under discussion

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1.3 Summary of consultation

1.3.1.1 Table 1.2 below provides an overview of the consultation undertaken by the Applicant with NATS 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 NATS during the post-application phases of the Mona Offshore Wind Project.

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

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Scoping			
15 June 2022	Scoping Opinion	Statutory	<ul style="list-style-type: none"> Response included within Scoping Opinion (APP-194), including the Technical and Operational Assessment (TOPA)
Online meetings			
10 August 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> Applicant provided updates on the status of the Mona Offshore Wind Project Discussed effects to NATS Lowther Hill and St Annes Agreed that NATS will prepare the Mitigation Description Document (MDD) which will describe their preferred mitigation for consideration by the Applicant. Subject to review of the MDD by the Applicant, mitigation would be secured through a commercial agreement.
03 November 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> NATS provided update on progress of their MDD.
08 December 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> NATS provided update on progress of their MDD.
16 January 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> NATS provided update on progress of their MDD.
22 February 2023	Online Meeting	Non-statutory	<ul style="list-style-type: none"> NATS confirmed preferred mitigation of Large Blanking with the support of an Airspace change procedure (ACP).

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

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
03 April 2024	Relevant representation	Statutory	<ul style="list-style-type: none"> Provision of NATS' relevant representation, principally concerned with the impact of the Mona Offshore Wind Project on the ATC Radars at Lowther Hill, St Annes and Great Dun Fell.
11 July 2024	Meeting	Non-statutory	<ul style="list-style-type: none"> Meeting to discuss the initial SoCG.
Aug – Sep 2024	Email	Non-statutory	<ul style="list-style-type: none"> Email correspondence on commercial agreement and updates to SoCG

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

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1.4.2 Aviation and radar
Table 1.5: Agreement Log between the parties on aviation and radar.

Reference Number	Discussion point	Applicant's Position	NATS' Position	Status
Environmental Impact Assessment (EIA)				
NATS.AR.1	Consultation	The Applicant has undertaken adequate consultation with NATS on potential impacts on aviation and radar.	Agreed	Agreed
NATS.AR.2	Consultation	The EIA has had due regard to matters raised by NATS through statutory and non-statutory consultation on potential impacts on aviation and radar.	Agreed	Agreed
NATS.AR.3	Policy	The Applicant has identified and considered the plans and policies relevant to aviation and radar, within NATS' remit.	Agreed	Agreed
NATS.AR.4	Baseline environment	The Applicant has adequately characterised the baseline environment for aviation and radar.	Agreed	Agreed
NATS.AR.5	Scoping	Agreement to the scoping of impacts for the EIA for aviation and radar	Agreed	Agreed
NATS.AR.6	Study area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed	Agreed	Agreed
NATS.AR.7	Project design envelope	Volume 4, Chapter 1: Aviation and radar (APP-079) has identified, described and assessed the maximum design scenario for the EIA.	Agreed	Agreed
NATS.AR.8	Assessment methodology	The sensitivity of aviation and radar receptors has been correctly identified and sufficiently described within Volume 4, Chapter 1: Aviation and radar (APP-079).	Agreed	Agreed
NATS.AR.9	Assessment methodology	The list of projects screened into the Cumulative Effects Assessment (CEA) in Volume 4, Chapter 1: Aviation and radar (APP-079) are appropriate.	Agreed	Agreed
NATS.AR.10	Assessment of the effects from the project alone	Predicted impacts from the Mona Offshore Wind Project alone on aviation and radar have been correctly identified and assessed within Volume 4, Chapter 1: Aviation and radar (APP-075).	Agreed (accords with NATS internal TOPA Report)	Agreed

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Reference Number	Discussion point	Applicant's Position	NATS' Position	Status
NATS.AR.11	Assessment of the effects from the project cumulatively with other projects	Predicted impacts from the Mona Offshore Wind Project alongside other plans and projects on aviation and radar have been correctly identified and assessed within Volume 4, Chapter 1: Aviation and radar (APP-075).	Agreed (accords with NATS internal TOPA Report).	Agreed
NATS.AR.12	Mitigation	<p>The Applicant has received details of preferred mitigation solutions from NATS (Large Blanking and an ACP as per Table 1.2) and the parties are engaging on a commercial agreement and requirement for inclusion in the draft DCO to secure the mitigation.</p> <p>The parties will provide an update on progress through subsequent SoCG submissions.</p> <p>Deadline 3 update: Engagement on the agreement is ongoing.</p> <p>The Applicant has proposed a requirement for inclusion in the draft DCO set out in NATS.AR.13 below for consideration by NATS</p>	Agreed, ongoing discussion required to finalise agreements.	Ongoing point of discussion

Development Consent Order (DCO)

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Reference Number	Discussion point	Applicant's Position	NATS' Position	Status
NATS.AR.13	Primary Surveillance Radar	<p>Proposed requirement:</p> <p>Great Dun Fell, Lowther Hill and St. Anne's Primary Surveillance Radar</p> <p>x—(1) No part of any wind turbine generator (excluding foundations) shall be erected as part of the authorised development until a primary radar mitigation scheme agreed in advance with the Operator has been submitted to and approved in writing by the Secretary of State in order to mitigate the impact of the authorised development on the primary radar of the operator located at Great Dun Fell, Lowther Hill and St. Anne's and associated air traffic management operations.</p> <p>(2) No part of any wind turbine generator (excluding foundations) shall be erected until the approved primary radar mitigation scheme has been implemented and the authorised development shall thereafter be operated fully in accordance with the approved scheme.</p> <p>(3) In this requirement—</p> <p>“Operator” means NATS (En Route) plc, incorporated under the Companies Act (Company Number 4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of the Transport Act); and</p> <p>“primary radar mitigation scheme” or “scheme” means a detailed scheme agreed with the operator which sets out the measures to be taken to mitigate the impact of the development on the primary radar located at Great Dun Fell, Lowther Hill and St Annes and air traffic management operations of the Operator.</p>	Wording of the proposed requirement is under review.	Ongoing point of discussion