

MONA OFFSHORE WIND PROJECT

Response to Blackpool Airport ExQ2 Submission

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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).
Morgan and Morecambe OWFs	
Mona Offshore Wind Project	The Mona Offshore Wind Project is comprised of both the generation assets, offshore and onshore transmission assets, and associated activities.

Acronyms

Acronym	Description
CAA	Civil Aviation Authority
DCO	Development Consent Order
DF	Direction Finding
ISH4	Issue Specific Hearing 4
MSA	Minimum Sector Altitude
OWF	Offshore Wind Farm
SoCG	Statement of Common Ground
VHF	Very High Frequency

Units

Unit	Description
ft	Feet

1 Response to Blackpool Airport ExQ2 Submission

1.1 Introduction

1.1.1.1 The Applicant has responded to Blackpool Airport's response to ExQ2s below.

2 Response to Blackpool Airport ExQ2 Submission

Table 2.1: REP5-102 – Blackpool Airport

Planning Inspectorate Ref. No.	Question to	ExQ2 Question	Blackpool Airport response	Applicant's response
REP5-102.1	Blackpool Airport	Q2.3.1 Mitigation of effects on the Blackpool Airport Minimum Sector Altitude (MSA) Without prejudice to the ongoing safeguarding assessment, does the Airport agree with the Applicant's position that raising the MSA from 2000ft to 2200ft is likely to be the appropriate mitigation for the Mona project?	The Airport confirms that it is expecting a change to the MSA from 2000 to 2200ft to be included in the 5-year review. Subject to the CAA approving the 5-year review, the Airport confirms that this change is likely to mitigate the impacts of the Mona project (and other related OWF projects) on Blackpool Airport's existing MSA. Notwithstanding this, the Airport will require a further safeguarding assessment to be undertaken post-approval of the 5-year review. The further safeguarding assessment will take into account: (a) any changes included within the 5-year review which have not been approved by the CAA; and (b) any currently unanticipated impacts of the Mona project on Blackpool Airport. The Airport is considering whether the further safeguarding assessment should be secured by the Mona DCO, and intends to confirm its position by Deadline 6 subject to discussions with the Applicant.	The Applicant notes the confirmation that Blackpool Airport is expecting a change to the MSA from 2000 to 2200ft to be included in the 5-year review. Regarding further safeguarding assessments, the Applicant and the Airport have not been able to engage on this matter yet. However, the parties are engaging on a commercial side agreement, the purpose of which is to offset costs incurred by the Airport for implementation of the mitigation. The Applicant will engage with the Airport to determine whether an update the safeguarding assessment to take account of any changes included in the 5-year review that have not been approved by the CAA can be incorporated into the commercial side agreement. The Applicant will also engage with the Airport as to whether a further safeguarding assessment to address any currently unanticipated impacts of Mona Offshore Wind Project on Blackpool Airport is required. However, the Applicant does not consider this likely to be necessary given that the impact assessments were undertaken against a maximum design scenario in terms of maximum wind turbine tip height, rotor diameters and numbers of wind turbines, limitation on all of which are secured within the Table 2 under 'offshore design parameters' of the Draft DCO (C1 F07).
REP5-102.2	Blackpool Airport	Q2.3.2 Mitigation of effects on the Blackpool Airport MSA At ISH4, the Applicant reported that Blackpool Airport's safeguarding assessment is ongoing and that there is a risk that the outcome of the review will not be finalised before this Examination must close. In the scenario that the required mitigation for the Mona project cannot be secured by the end of this Examination: <ul style="list-style-type: none"> • Use the Statement of Common Ground or a Closing Submission at Deadline 7 to set out in full the status of the Airport's safeguarding assessment as it is relevant to the Proposed Development; • provide the expected timescales for final agreement on mitigation of effects of the Proposed Development on the Airport's MSA; and • identify any impediments to putting in place the required mitigation. 	The Airport confirms that it is unlikely that the 5-year review will be approved by the CAA by the end of this Examination. The 5-year review is being undertaken by the Airport's aviation consultants, Cyrrus. The 5-year review is due to be received by the Airport this week (i.e. w/c 2 December). Upon receipt, the Airport will review the 5-year review, and then will submit it to the CAA at the earliest opportunity. The CAA timelines are uncertain, but it is unlikely that CAA approval will be obtained before the close of this Examination on 16 January 2025. The Airport confirms that it will provide an update on the status of the 5-year review submission at Deadline 7 along with its position regarding how the further safeguarding assessment (referred to in response to Q2.3.1) is proposed to be secured.	The Applicant notes Blackpool Airport's response and the likelihood that approval of the 5-year review by the CAA will not be completed before the end of the Examination. In anticipation of this, the Applicant is engaging with the Airport on a commercial side agreement to offset the cost of the mitigation and will explore with the Airport whether the commercial side agreement can be expanded to cover any additional assessment requirements and the costs of any further mitigation as set out above in response to Q2.3.1. The Applicant will engage with the Airport to ensure that the SoCG (REP3-030) is updated to reflect final positions at its submission at Deadline 7.
REP5-102.3	Blackpool Airport	Q2.3.3 Potential interference to communications with aircraft operating at low level <ul style="list-style-type: none"> • Expand on the matters raised in SoCG [REP3-030], ref BA.AR.13 regarding potential interference to communications with aircraft operating at low level. • Do you seek additional controls from the Mona project in this regard? 	The Airport has received the Mona VHF comms assessment undertaken by the Applicant's consultants, Osprey. The Airport is liaising internally and with its consultants, Cyrrus, regarding the approach to, and scope of, carrying out an operational assessment of the Osprey findings. Cyrrus are also carrying out an assessment of impacts on VHF comms and DF (Direction Finding) equipment on a cumulative basis (i.e. taking into account the Mona project cumulatively with other nearby projects currently going through the DCO process, namely Morgan and Morecambe OWFs). To the extent Cyrrus's review/assessment work concludes that there are impacts which need to be mitigated, Cyrrus will be suggesting appropriate mitigations. However, the Airport has been informed by Cyrrus that the review/assessment work is unlikely to be completed by the end of this Examination. The Airport is	The Applicant notes that Blackpool Airport is liaising with its consultants, Cyrrus, on undertaking the VHF Communications operational assessment. The Applicant also understands that the Cyrrus operational assessment, and therefore, the need for any mitigation is not expected to be completed prior to the end of the Examination. In light of this timeline and as set out by the Applicant in response to Issue Specific Hearing 6 Hearing Action Point 3 (S_D6_3), the Applicant has included a requirement in the draft DCO (C1_F07) submitted at Deadline 6 for VHF Communications at Blackpool Airport. The draft requirement has been issued to the Airport, however, the drafting remains subject to the Airport's agreement. The parties intend to engage on the requirement post Deadline 6 to allow for submission of any revisions in the final Draft DCO submitted at Deadline 7.

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Planning Inspectorate Ref. No.	Question to	ExQ2 Question	Blackpool Airport response	Applicant's response
			therefore considering whether any controls should be secured by the Mona DCO, and intends to confirm its position by Deadline 6 subject to discussions with the Applicant.	