

MONA OFFSHORE WIND PROJECT

Mona and Blackpool Airport SoCG F03

Deadline: 7

Application Reference: EN010137

Document Reference: S_D1_21

Document Number: MOCNS-J3303-RPS-10271

14 January 2025

F03



Image of an offshore wind farm

MONA OFFSHORE WIND PROJECT

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Submission at D1	RPS	Mona Offshore Wind Ltd	Mona Offshore Wind Ltd	Aug 2024
F02	Submission at D3	RPS	Mona Offshore Wind Ltd	Mona Offshore Wind Ltd	30 Sept 2024
F03	Submission at D7	RPS	Mona Offshore Wind Ltd	Mona Offshore Wind Ltd	14 January 2025



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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
APDO	Approved Procedure Design Organisation
CAA	Civil Aviation Authority
CEA	Cumulative Effects Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ExA	Examining Authority
IAP	Instrument Approach Procedure
IFP	Instrument Flight Procedure
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MSA	Minimum Sector Altitude
OSP	Offshore Substation Platform
SoCG	Statement of Common Ground

Units

Unit	Description
kV	Kilovolts

1 Statement of Common Ground between Mona Offshore Wind Project and Blackpool Airport

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 Blackpool Airport, 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 Blackpool Airport 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 (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 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 Blackpool Airport’s remit

1.1.2.1 Situated on the Fylde Coast, Blackpool Airport offers aircraft handling, parking, engineering and refuelling services, flight and instrument training. The elements of the Mona Offshore Wind Project which may affect the interests of Blackpool Airport are within Work Number 1, covering offshore works. These are detailed in Schedule 1 (Authorised Project), Part 1 (Authorised Development) and Schedule 14 (Marine Licence) of the Draft DCO (C1 F08).

1.1.2.2 This SoCG covers the following topics of relevance to Blackpool Airport:

- 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

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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 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 Blackpool Airport within its Section 42 consultation and as raised through the Engagement Forum that has underpinned the pre-application consultation between the parties. This SoCG also includes those issues raised by Blackpool Airport 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 final position reached on 14 January 2025 (Deadline 7).

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
Aviation and radar	Agreed

1.3 Summary of consultation

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

Table 1.2: Summary of pre-application consultation with Blackpool Airport.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Statutory (Section 42) consultation			
16 May 2023	S42	Statutory	<ul style="list-style-type: none"> Highlighted the potential for the Mona Offshore Wind Project to have an impact on the Minimum Sector Altitude (MSA) and planned Instrument Flight Procedures (IFPs) used by Blackpool Airport Sought reassurance that the development of the Mona Offshore Wind Project would not affect the aforementioned MSA and IFPs.
Online meetings			
25 August 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> The Applicant provided an overview of the Mona Offshore Wind Project Discussed the potential impact of the Mona Offshore Wind Project on the MSA and IFPs of Blackpool Airport Discussed the outcomes of the Blackpool Airport’s five-year plan, released in 2020, and the potential effects of that plan on the Blackpool Airport MSA.
19 December 2023	Online meeting	Non-statutory	<ul style="list-style-type: none"> The Applicant provided an overview of the Mona Offshore Wind Project Discussed the potential impact of the Mona Offshore Wind Project on the MSA and IFPs of Blackpool Airport Discussed the Civil Aviation Authority (CAA) requested cumulative windfarm assessment of effects to the MSA and IFPs of Blackpool Airport.

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Table 1.3: Summary of post-application consultation with Blackpool Airport.

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
24 April 2024	Relevant representation	Statutory	<ul style="list-style-type: none"> Protecting safe operation of aircraft in and around Blackpool Airport, and the impact of the works on the operation.
25 July 2024	Meeting	Non-statutory	<ul style="list-style-type: none"> Discussion of initial SoCG.
Aug / Sep 2024	Email correspondence	Non-statutory	<ul style="list-style-type: none"> Engagement on updated SoCG for Deadline 3
08 January 2025	Meeting	Non-statutory	<ul style="list-style-type: none"> Review of final SoCG and discussion regarding draft requirement wording.
10 January 2025	Meeting	Non-statutory	<ul style="list-style-type: none"> Review of final SoCG and discussion regarding draft requirement wording.
13 / 14 January 2025	Email correspondence	Non-statutory	<ul style="list-style-type: none"> Settling SoCG for Deadline 7.

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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 sets 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 aviation and radar.

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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	Blackpool Airport's Position	Status
Environmental Impact Assessment (EIA)				
BA.AR.1	Consultation	The Applicant has undertaken adequate consultation with Blackpool Airport on potential impacts on aviation and radar.	Consultation to date has been adequate. Further consultation is ongoing and pending the five-year review. Source: Meeting 25 July 2024.	Agreed
BA.AR.2	Consultation	The EIA has had due regard to matters raised by Blackpool Airport through statutory and non-statutory consultation on potential impacts on aviation and radar.	Agreed subject to sight of previous minutes. Source: Meeting 25 July 2024.	Agreed
BA.AR.3	Policy	The Applicant has identified and considered all plans and policies relevant to aviation and radar, within Blackpool Airport's remit.	Agreed. Source: Meeting 25 July 2024.	Agreed
BA.AR.4	Baseline environment	The Applicant has adequately characterised the baseline environment for aviation and radar with respect to Blackpool Airport.	Agreed. Source: Meeting 25 July 2024.	Agreed
BA.AR.5	Scoping	Agreement to the scoping of impacts for the EIA for aviation and radar.	Agreed. Source: Meeting 25 July 2024.	Agreed
BA.AR.6	Study area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed.	Agreed. Source: Meeting 25 July 2024.	Agreed
BA.AR.7	Project design envelope	Volume 4, Chapter 1: Aviation and radar (APP-075) has identified, described and assessed the maximum design scenario for the EIA.	Agreed. Source: Meeting 25 July 2024.	Agreed
BA.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. Source: Meeting 25 July 2024.	Agreed

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Reference Number	Discussion point	Applicant's Position	Blackpool Airport's Position	Status
BA.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. Source: Meeting 25 July 2024.	Agreed
BA.AR.10	Assessment of the effects from the project alone	<p>There will be no significant effects on aviation and radar assets operated by Blackpool Airport in EIA terms for the Mona Offshore Wind Project alone.</p> <p>Final position (08 Jan 2025): The safeguarding assessment process is not yet complete. However, the Applicant and Blackpool Airport have been engaging on the mitigation required to ensure there will be no significant effects, and therefore, this agreement statement is superseded by BA.AR.12.</p>	<p>Subject to second safeguarding assessment by Blackpool Airport's Approved Procedure Design Organisation (APDO).</p> <p>Source: Meeting 25 July 2024.</p> <p>Update for Deadline 3: Safeguarding assessment ongoing. Update will be provided into examination process at the earliest opportunity following completion of the assessment.</p>	Agreed on basis of final position
BA.AR.11	Assessment of the effects from the project cumulatively with other projects	<p>There will be no significant effects on aviation and radar assets operated by Blackpool Airport in EIA terms for the Mona Offshore Wind Project cumulatively with other plans and projects.</p> <p>Final position (08 Jan 2025): The safeguarding assessment process is not yet complete. However, the Applicant and Blackpool Airport have been engaging on the mitigation required to ensure there will be no significant effects, and therefore, this agreement statement is superseded by BA.AR.12.</p>	<p>Subject to second safeguarding assessment by Blackpool Airport's APDO.</p> <p>Source: Meeting 25 July 2024.</p> <p>Update for Deadline 3: Safeguarding assessment ongoing. Update will be provided into examination process at the earliest opportunity following completion of the assessment.</p>	Agreed on basis of final position

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Reference Number	Discussion point	Applicant's Position	Blackpool Airport's Position	Status
BA.AR.12	Mitigation	<p>The Applicant will work with Blackpool Airport to ensure that appropriate mitigation is in place so that the Mona Offshore Wind Project will not have a significant effect on the Blackpool Airport MSA.</p> <p>Final position (14 Jan 2025): Blackpool Airport confirmed in its response to ExQ2 question 2.3.1 that that it is expecting a change to the MSA from 2000 to 2200ft to be included in the safeguarding assessment. Subject to the CAA approving the assessment, the Blackpool Airport confirmed that this change is likely to mitigate the impacts of the Mona project (and other related OWF projects) on Blackpool Airport's existing MSA.</p> <p>The parties are engaging on a commercial side agreement, the purpose of which is to offset costs incurred by Blackpool Airport for implementation of the mitigation.</p> <p>The parties have agreed the drafting of a new DCO requirement designed to secure appropriate mitigation measures to prevent or remove any adverse impacts which the authorised development will have on the ability of the Operator to provide safe airport operational and air traffic services (including but not limited to any adverse impacts on instrument flight procedures, minimum sector altitudes, and very high frequency radio and direction finding communication systems) for Blackpool Airport. The new requirement, which is set out in Appendix 1, will be included in the draft DCO submitted at Deadline 7 and will replace the existing 'requirement 25' (VHF communication systems at Blackpool Airport).</p>	<p>Blackpool Airport is undertaking a safeguarding assessment which is updating its five-year review as requested by the CAA and considering both the Mona Project and other relevant projects.</p> <p>This is anticipated to be submitted to the CAA in October/November 2024. At the time of writing, it is difficult to estimate when approval and implementation of the finalised instrument approach procedures (IAPs) will be received.</p> <p>The ExA will be updated on this position at Deadline 3, 30 September 2024.</p> <p>Source: Meeting 25 July 2024.</p> <p>Update for Deadline 3: Safeguarding assessment ongoing. Update will be provided into examination process at the earliest opportunity following completion of the assessment.</p>	<p>Agreed on the basis that the DCO requirement set out in Appendix 1 is included in the draft DCO submitted at Deadline 7</p>

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<p>BA.AR.13</p>	<p>Mitigation</p>	<p>VHF communications is not addressed in the application documents, as it was considered that there would be nil / negligible detrimental effect to Blackpool Airport radio communications at the Mona Offshore Wind Project range (266°/28.48 nm measured from the Airfield Reference Point (ARP) to the closest boundary of the Mona Array Area). It was considered that Blackpool Airport are unlikely to be providing a service in that location, as aircraft would likely be operating autonomously or be in communication to the radar equipped aerodromes (Warton, RAF Valley, Ronaldsway, Liverpool John Lennon) or NATS.</p> <p>Following correspondence with Blackpool Airport, the Applicant is looking into this matter further and the parties will update the Examining Authority at a future deadline.</p> <p>Final position (14 Jan 2025): The Applicant has followed the 2-step process set out in Civil Aviation Publication (CAP) 670: Air Traffic Services Safety Requirements and established a theoretical effect based on the maximum design scenario. Blackpool Airport now needs to undertake its own assessment as the second step in the CAP 670 methodology, to establish whether there would be an effect on its operations. However, Blackpool Airport will not be able to undertake this until after the end of examination.</p> <p>The parties are engaging on a commercial side agreement (as set out in BA.AR.13 above), the purpose of which is to offset costs incurred by Blackpool Airport for implementation of the mitigation.</p> <p>The parties have agreed the drafting of a new DCO requirement designed to secure appropriate mitigation measures to prevent or remove any adverse impacts which the authorised</p>	<p>Blackpool is a Procedural Approach Control Unit, operating on frequency 119.955 which has a Designated Operational Coverage (DOC) of 40 miles.</p> <p>NHV Helicopters operate to and from the offshore rigs in the Liverpool and Morecambe Bay, visually at low-level, remaining on the Blackpool Airport frequency until descending to the rig. The Millom platform is located 33 nm from Blackpool Airport.</p> <p>Aircraft regularly call Blackpool Approach outside of their 25 nm Minimum Sector Altitude (MSA). The Blackpool Manual of Air Traffic Services (MATS) Part 2 document details procedures to cater for traffic outside of the 25 nm MSA.</p> <p>Concerns raised by Blackpool Airport:</p> <ul style="list-style-type: none"> • Potential interference to communications with aircraft operating low level to the west of Blackpool, therefore impacting service provision (particularly alerting service) and leading to safety implications for aircraft in the vicinity of the development including Offshore (NHV) helicopters, Coastguard and others. • Impact on communications and therefore provision of a service to aircraft operating from the south to Walney Aerodrome when Warton are closed. • Blackpool Approach has an agreement with 78 Squadron (Distress & Diversion) to monitor the emergency frequency 121.5 (DOC 40nm) down to 1000ft. Concerns raised regarding the safeguarding of this frequency, the continuance of the monitoring of 121.5 (Distress & Diversion) and safeguarding forward relay and provision of an alerting service. 	<p>Agreed on the basis that the DCO requirement set out in Appendix 1 is included in the draft DCO submitted at Deadline 7</p>
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Reference Number	Discussion point	Applicant's Position	Blackpool Airport's Position	Status
		<p>development will have on the ability of the Operator to provide safe airport operational and air traffic services (including but not limited to any adverse impacts on instrument flight procedures, minimum sector altitudes, and very high frequency radio and direction finding communication systems) for Blackpool Airport. The new requirement, which is set out in Appendix 1, will be included in the draft DCO submitted at Deadline 7 and will replace the existing 'requirement 25' (VHF communication systems at Blackpool Airport).</p>		

Appendix 1: Agreed requirement for inclusion in the draft DCO at Deadline 7, 14 January 2025.

Operation of Blackpool Airport

- [x].—(1) No part of any wind turbine generator (excluding foundations) shall be erected as part of the authorised development until the Secretary of State, having consulted with the Operator and the CAA, has confirmed in writing that s/he is satisfied that:
- (i) Appropriate Mitigation will be implemented and maintained throughout the lifetime of the authorised development; and
 - (ii) appropriate arrangements have been put in place with the Operator to ensure that such Appropriate Mitigation is so implemented and maintained.
- (2) For the purposes of this requirement—
- “Appropriate Mitigation”** means appropriate mitigation measures to prevent or remove any adverse impacts which the authorised development will have on the ability of the Operator to provide safe airport operational and air traffic services (including but not limited to any adverse impacts on instrument flight procedures, minimum sector altitudes, and very high frequency radio and direction finding communication systems) for Blackpool Airport;
- “Approved Mitigation”** means the Appropriate Mitigation agreed with the CAA and the Operator and approved by the Secretary of State in accordance with sub-paragraph (1);
- “CAA”** means the Civil Aviation Authority constituted by the Civil Aviation Act 1982; and
- “Operator”** means Blackpool Airport Operations Limited (incorporated in England and Wales with company number 09307995 and whose registered office is Number One Bickerstaffe Square, Talbot Road, Blackpool FY1 3AH), or such other organisation as is licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services for Blackpool Airport.

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(3) The undertaker shall thereafter comply with all obligations contained within the Approved Mitigation throughout the lifetime of the authorised development.