



Marine Licensing Decision

The Marine and Coastal Access Act (2009)

Applicant: Mona Offshore Wind Limited
Application reference no: ORML2429T

Transmission Assets of the Mona Offshore Wind Project

North-East Coast of Wales

23 September 2025

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OUR DECISION

Based on all the information available, and having regard to all relevant considerations NRW has decided to grant the marine licence sought by the Application subject to the conditions set out in Annex 1.

This decision document:

- explains how the application has been determined, having regard to the relevant legal framework outlined in section 4;
- explains how relevant considerations have been taken into account and how each of the legal requirements have been considered in determining the Application;
- provides a record of the decision-making process; and
- sets out the reasons for any conditions imposed in connection with any marine licence granted pursuant to the Application.

1 APPLICATION DETAILS

1.1 The Application

Applicant Name and Address	The Applicant is the person or organisation set out below: Company/organisation name: Mona Offshore Wind Limited Company number : 13497266 Address: Chertsey Road, Sunbury On Thames, Middlesex, United Kingdom, TW16 7BP
Application Reference Number	ORML2429T
Date Application was duly made	31 May 2024
Proposal[s] covered by the application (the Project)	The Mona Offshore Wind Project is a proposed offshore wind farm located in the Irish Sea. The 300 km² Mona Offshore Wind Project Array Area is located 28.8 km (15.6 nm) from the north coast of Wales and will have up to 96 offshore wind turbines (Generation Assets). The Offshore Export Cable Corridor extends from the Array Area and makes landfall in Llanddulas, North Wales. Two Marine Licences are sought for the Mona Offshore Wind Project: • A Marine Licence in respect of the Generation Assets, to be deemed as part of the Development Consent Order (DCO). • A Marine Licence in respect of the Transmission Assets to be determined by NRW MLT. This decision relates to the application for a Marine Licence for the Transmission Assets of the Mona Offshore Wind Project. Below is the description of these assets. There will be up to four offshore export cables, with a voltage of up to 275 kV. Each offshore export cable will also house fibre optic cable for communication. Where possible, the cables will

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	be buried below the seabed. Where cable burial is not possible, cables will be protected. The offshore export cables will make landfall in Llanddulas, North Wales. The offshore export cables will be brought through the intertidal area to a location where they can be connected to the onshore export cables, landward of Mean High Water Springs (MHWS). Up to four separate Offshore Substation Platforms (OSPs) will be required, and they will all be located within the Mona Array Area. The exact locations will be determined during the post-consent detailed design phase. As detailed within the Marine Licence Principle Document (Document reference J9). The Transmission Assets will be consented and constructed by Mona Offshore Wind Limited but must then be transferred to a separate offshore transmission operator (OFTO). As the applicant was unable to confirm at the time of this decision whether the OSP will be transferred to the OFTO, a provision for the OSP are included both within the deemed Marine Licence for the Generation Assets (ORML2429G) and the Transmission Assets (ORML2429T) Marine Licence. However, the total number of OSPs to be constructed for the Mona project will not exceed four, and licence conditions will be used to ensure this is controlled notwithstanding this uncertainty (see Annex 1 condition 3.17).
Licensable marine activities	The licensable activities for the Mona Offshore Wind Transmission Asset are listed below; • Construction, and maintenance of export cables, interconnector cables and substation platforms • Ground investigation works • Removal of accidentally dropped objects • Low order UXO clearance • Disposal to designated site (the Proposed Activities)
Marine Plan Area	Welsh inshore region and Welsh offshore region
Application documents:	All approved supporting documents are detailed in Annex 2, 3 and 4

2 APPLICATION PROCEDURE

2.1 The Application

The Application was accepted by Natural Resources Wales (NRW) considered duly made on 31 May 2024. This means we considered it was in the correct form and contained sufficient information for us to begin our determination, but not that it necessarily contained all the information we needed to complete that determination, and the documents considered may therefore include documents provided after the Application was first made.

2.2 Documents considered

In reaching its decision, NRW has considered the documents listed in Annex 2, 3 and 4 of this decision document along with such other information provided by the Applicant or received by consultees as NRW considered relevant.

2.3 Commercial Confidentiality

We have accepted the Applicants claim for commercial confidentiality on the grounds that disclosure of certain information on the public register would adversely affect the confidentiality of commercial or industrial information where such confidentiality is protected by law to protect a legitimate commercial interest. As such we have not included this information on the register.

NRW has considered this information in the determination of the Marine Licence application and considers that not disclosing it does not compromise or circumvent the understanding of the EIA. As such, it has not been made available for public consultation. This information related to location of badgers and breeding territories of red kites and little ringed plover.

2.4 Publicity and advertising

As required by s. 68 of the Marine and Coastal Access Act 2009 (the 2009 Act), notice was given to Conwy County Borough Council on 22 July 2024.

As required by s. 68 of the 2009 Act NRW has required the Applicant to publish notice of the Application.

Public notice advertising the Project was placed in the Daily Post on 22 July 2024. and a notice was published on NRW's website. All application documents were made available on NRW online public register. The application form was made available to the public at the following locations, where there was also access to the internet where all the application documents could be accessed through our online public register;

- Amlwch Library, Parys Road, Amlwch
- Bangor Public Library, Gwynedd Road, Bangor
- Henry Bloom Noble Library, 8 Duke Street, Douglas, Isle of Man
- Llandudno Library, Mostyn Street, Llandudno
- Ramsey Town Library, Parliament Square, Ramsey, Isle of Man
- Rhyl Library, Museum and Arts Centre, Church Street, Rhyl

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The public were given a period of 28 days from the date of the Public Notice to provide comments on the application.

No public responses were received in response to the Public Notice.

Following a submission of further information (documents detailed in Annex 3) a further public notice was placed in the Daily Post on 4 February 2025. All application documents were made available on NRW online Public Register. The application form was made available to the public at the locations detailed above, where there was also access to the internet where all the application documents could be accessed through our online public register.

The public were given a period of 28 days from the date of the Public Notice to provide comments on the Application.

No public responses were received in response to the Public Notice following submission of further information.

2.5 Environmental impact Assessment

The Licensable Marine Activities are regulated activities for the purpose of the Regulations.

NRW considers that the regulated activities fall under Schedule A2, paragraph 21 of the Regulations, and accordingly comprise EIA development under Regulation 8 on the basis that the project in question is likely, because of its size, nature or location, to have significant effects on the environment.

21. Installations for the harnessing of wind power for energy production (wind farms)

NRW has determined, pursuant to regulation 10(1)(b)(i) and (ii) of the Regulations, that an EIA is not required in respect of the regulated activities on the basis that NRW is satisfied that the assessment of any significant effects on the environment of the Project has been carried out by another consenting authority, i.e. the Secretary of State in the determination of a Development Consent Order (DCO) in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. NRW considers that such assessment is sufficient to meet the requirements of UK law that implements the EIA Regulations in relation to the Project, and is satisfied that the information incorporated in that assessment is up to date at the time of this Marine Licence application decision.

NRW considers that, for the purposes of Regulation 10(4)(a) and (b) granting a Marine Licence for the Licensable Marine Activities would be compatible with the Secretary of States measures to comply with the EIA Regulations. NRW have considered the Secretary of State's Decision and, as relevant, the Examining Authorities (ExA) recommendation, in order to come to this view and no further engagement was considered necessary for determining the Marine Licence.

For the purpose of Regulation 10(4A) NRW's decision takes into account the following factors:

- (a) The conclusion of the Secretary of States assessment;
- (b) any relevant conditions attached to the consent by the Secretary of State which relate to the likely significant environmental effects of the project on the environment;
- (c) a description of any features of the project and any measures envisaged in order to avoid, prevent, reduce and, if possible, offset likely significant adverse effects of the project on the environment;
- (d) any monitoring measures considered appropriate by the Secretary of State in relation to the project; and

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- (e) any comments of the Secretary of State relating to the regulated activities.

Further, for the purpose of Regulation 10(4E), where NRW decides to grant regulatory approval it must incorporate the following into the decision:

- (a) a summary of the other consenting authority's conclusion referred to in paragraph (4A)(a);
- (b) any environmental conditions, mitigating or monitoring measures attached to the regulatory decision; and
- (c) a statement including –
 - i) the main reasons and considerations on which the regulatory decision is based including, if relevant, information about the participation of the public; and
 - ii) a summary of the results of the consultations undertaken, and information gathered, in respect of the application and how those results have been incorporated or otherwise addressed.

2.5.2 The Conclusion of the Secretary of State (SoS) assessment (Regulation 10(4A)(a) and Regulation 10(4E)(a))

As detailed within the Secretary of State (SoS) Decision Letter (dated 4 July 2025), the SoS considered all the merits and disbenefits of the Proposed Development and concluded that the public benefits associated with the Proposed Development outweigh the harm identified, and considered that the DCO for the Mona Offshore Windfarm should be granted.

The principal issues considered during the Examination are detailed below. Except where indicated otherwise within the SoS Decision Letter, the SoS agreed with the finding, conclusions and the recommendations of the Examining Authority (ExA) as set out with the ExA Recommendation Report (dated 16 April 2025).

A summary of the conclusion on the likely significant effects of the project is incorporated below. Full details of the conclusion on the likely significant effects of the project can be found in the SoS Decision Letter and ExA Report. NRW has given detailed consideration to the ExAs Report and the SoS Decision Letter in determining the Marine Licence application for the Transmission Asset.

The need for the Proposed Development

The ExA concluded the Proposed Development would make a meaningful contribution to meeting the urgent need for offshore wind and the transitioning to a lower carbon system. The SoS acknowledges the potential impact of wake affect on other projects; however considers that while capacity of some projects may reduce, cumulatively there is a greater capacity of clean electricity generation with the Proposed Development. The SoS ascribes substantial positive weight in favour of making of the Order due to the need of the project.

Landscape and Visual (onshore)

The ExA was satisfied that the applicant had undertaken an appropriate landscape and visual assessment, with the exception of the effects on visual amenity discussed in the ExA Report the ExA considered the applicant had adequately identified the effects of the Proposed Development on landscape and visual receptors. The ExA considered that the onshore elements of work would give rise to some localised significant effects on landscape character and visual receptors during construction. In addition, the onshore substation would result in some localised significant effect during early years of operation. This is with exception to viewpoint 2 and viewpoint 3 where the ExA considers that the effects would remain significant at year fifteen. The ExA considered the need for mitigation which would

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be secured through the DCO including onshore design parameters, implementation of maintenance of landscaping, implementation of a code of construction practice, construction method statement, soil management plan, artificial light emission plan, landscape and ecology management plan and the restoration of land used temporarily for construction. The SoS agreed with the conclusion of the ExA and assigned a moderate negative weight in the overall planning balance.

Land use and ground Conditions

The SoS agreed with the finding of the ExA that the applicants assessment was appropriate to assess the potential effects on land use and ground conditions. The ExA considers that potential impacts on ground conditions could be mitigated and managed through a range of measures which would be secured through the Code of Construction Practice and associated plans secured through the DCO. The ExA consider there would be permanent loss of best and most versatile agricultural land (BMVAL) and the permanent loss of agricultural land on one of the affected landholdings which cannot be mitigated. For this reason the ExA assigned a moderate negative weight in the overall planning balance.

Noise and Vibration

This section considered noise and vibration landward of mean high water springs. The ExA concluded that noise and vibration had been adequately assessed. The ExA acknowledged that there would be noise and vibration arising as a result of the proposed development, in particular during the construction phase. The ExA was satisfied that suitable mitigation had been proposed including Construction Noise and Vibration Management Plan which contained construction noise and vibration limits and best practice measures to mitigate noise from construction activities, the plan would be secured through the DCO. Some harm from noise and disturbance would still occur to sensitive receptors and therefore the ExA concluded that the matter carries a little negative weight against the Order. The SoS agrees with the ExA on the overall weight in the planning balance.

Traffic and Transport

The ExA is satisfied that the applicant has fully assessed the possible traffic and transport effects associated with the construction, operation and decommissioning of the Proposed Development. The ExA is satisfied that impact can be mitigated and managed through appropriate conditions secured to the DCO including the Construction Traffic Management Plan and Highways Access Management Plan. The SoS agreed with the conclusion of the ExA on this matter. The SoS agreed with the ExA that little negative weight was ascribed to the overall planning balance as a result of impact on traffic and transport.

Onshore ecology and biodiversity

The ExA was satisfied that the applicant's assessment was adequate to assess impacts of the Proposed Development on onshore ecology and biodiversity. The ExA was satisfied that suitable mitigation had been proposed and would be secured through the DCO, namely the Landscape and Ecology Management Plan and the Code of Construction Practice. The ExA considered that there would be permanent loss of ash woodland at the proposed onshore substation site, and some loss of hedgerows, as well as a number of temporary effects, therefore the ExA concluded that effects on onshore ecology and biodiversity carried a little negative weight against the making of the Order. The SoS agreed with the weight assigned by the ExA.

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Flood risk and water quality

The ExA was satisfied that the Proposed Development met the requirements of the Water Framework Directive and would not lead to an adverse effect on coastal and transitional waters. The ExA agreed that the Flood Consequence assessment submitted by the applicant was adequate and considered the potential consequences of a flood event. The ExA is satisfied that potential impacts in respect of flood risk and water quality have been appropriately assessed and that sufficient mitigation has been proposed through relevant management plans and method statements contained within the Code of Construction Practice secured to the DCO. The ExA concluded that the effects of flood risk and water quality do not weigh for or against the development. SoS agreed with the weight assigned by the ExA.

Seascape and visual resources

This section related to the seascape and landscape and visual effects resulting from the offshore works of the Proposed Development. The ExA concluded that the Proposed Development would have a range of significant and non-significant effects on the Isle of Anglesey Area of Outstanding Natural Beauty (IoANL) and Eryri National Park (ENP) designated landscapes and a range of non-significant effects on the Clwydian Range and Dee Valley National Landscape (CRDVNL).

The ExA attributed substantial weight to the conservation of the natural beauty of the IoANL and ENP. The ExA was satisfied that the applicant had applied the mitigation hierarchy as far as possible to reduce the seascape, landscape and visual effects of the Proposed Development. The ExA considered a Landscape Enhancement Scheme necessary to compensate for some of the harm identified to the IoANL and ENP and can be secured through the DCO. The ExA attributes great weight to the adverse effects on seascape, landscape and visual matters relating to the Proposed Development. The SoS agreed with the ExA conclusions.

Navigation and shipping

The ExA was satisfied that the applicant's assessment including the Navigation Risk Assessment was adequate to consider potential effect of the Proposed Development. The ExA was satisfied that the proposal would not interfere with the use of recognised sea lanes essential for international navigation. The ExA also concluded that there were adequate controls secured through the DCO to mitigate potential effects on search and rescue and emergency response capability. It also found that potential impacts on marine radar and visual navigation had been appropriately assessed and mitigated.

The ExA considered that although navigational risk from the Proposed Development alone could be considered *as low as reasonably practicable* (ALARP), the same conclusion could not be drawn in relation to cumulative navigation risk as a consequence of other proposed offshore wind farms in the Irish Sea.

The SoS, within the Decision Letter, agreed that the applicant had taken reasonable steps to reduce their contribution to the cumulative impact. The SoS also noted that since close of examination that the Moir Vannin Offshore Wind Farm (MVOWF) has made changes to its boundary which would increase the distance between the Morgan and MVOWF structures and therefore increasing the sea room. The SoS ascribes navigational safety a moderate negative weight in the overall planning balance.

The SoS also agreed with the ExA assessment that the Proposed Development would have an adverse impact on lifeline ferries between the Isle of Man and the UK mainland in adverse weather conditions.

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In addition, the Proposed Development would have an adverse cumulative impact on Stena's ferry operations between England and Belfast as a result of route deviations. The SoS ascribes substantial weight to adverse effects on major commercial navigation routes.

Overall, the SoS considered that navigation and shipping should be ascribed a moderate negative weight in the overall planning balance.

Other offshore infrastructure and activities

As detailed within the SoS Decision Letter, the SoS was satisfied that potential effects of the proposal on subsea cables, oil and gas infrastructure and recreational activities had been adequately assessed. The ExA considered appropriate mitigation could be secured through Safety Zone Applications, offshore crossing agreements and conditions secured through the Marine Licences which would include requirements such as notices to mariners, aids to Navigation Management Plans and the Offshore Construction Method Statement.

However, both the ExA and SoS concluded that the applicant had not appropriately assessed the impact of the Proposed Development on the operation of existing offshore windfarms. Specifically, the applicant had not appropriately considered the potential for wake effect impact from the Proposed Development upon existing offshore infrastructure. The SoS accepted that wake effect could impact existing infrastructure although the precise figures for this impact are uncertain. The SoS considered it necessary to include additional requirements to the DCO in order to ensure a wake effect plan or alternative mitigation is agreed. The SoS ascribed moderate negative weight to the overall planning balance due to this impact.

Marine mammals

The ExA was satisfied that adequate assessment had been carried out to consider potential impact on marine mammals. The ExA was satisfied that the Underwater Sound Management Strategy (UWSMS), the Marine Mammal Mitigation Plan (MMMP) and method statements for low order UXO clearance secured through the Marine Licences would appropriately minimise potential impacts. The SoS agreed with the conclusion of the ExA on this matter.

Offshore ornithology

The ExA was satisfied that adequate assessment had been carried out to consider potential impact on offshore ornithology. The ExA considered that potential moderate adverse effect was possible on black-legged kittiwake and on Great black-backed gulls due to collision impact during operation. The SoS notes that there is no Adverse Effect on Site Integrity predicted for any offshore ornithology feature of any Welsh SPA/Ramsar site. The SoS agrees with the conclusion of the ExA and attributes a moderate negative weight to the overall planning balance due to impact on offshore ornithology.

Commercial fisheries

The ExA considered that an adequate assessment had been carried out to consider the impact of the Proposed Development on commercial fisheries. The ExA notes that the array area includes an area of important fishing ground for Queen scallops. The ExA was satisfied that proposed mitigation measures secured through the DCO were appropriate, namely the Fisheries Liaison and the Co-existence Plan which would promote opportunities for coexistence. The Plan included annual reviews

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of landing data as well as a scallop mitigation zone. The ExA conclude that effects on commercial fisheries carry a moderate weight against the making of the Order. The SoS agreed with the conclusion of the ExA on the matter.

Fish and Shellfish

The ExA was satisfied that an appropriate assessment of fish and shellfish had been carried out. The ExA was satisfied that the UWSMS, the MMMP and the Environmental Management Plan were appropriate to minimise impact on fish and shellfish. The SoS agreed with the conclusion of the ExA on the matter.

Benthic and subtidal and intertidal ecology

The ExA was satisfied that an appropriate assessment had been carried out to allow consideration of the Proposed Development on benthic and subtidal and intertidal ecology. The ExA was satisfied that suitable mitigation had been proposed including requirements for appropriate plans including Offshore Construction Method Statement and the need for an Offshore Decommissioning Programme. However, as it could take some habitats up to 10 years to recover the ExA attributed a little weight against the making of the Order. The SoS agreed with the conclusion of the ExA on the matter.

Physical processes

The ExA was satisfied that an adequate assessment of physical processes had been carried out, and potential impacts could be appropriately mitigated, such as the use of trenchless techniques at landfall. The ExA consider suitable mitigation could be secured through the Landfall Construction Method Statement and the Offshore Construction Method Statement that would be secured through the DCO, and the Marine Licences. The SoS agreed with the conclusion of the ExA on the matter.

Historic environment

The ExA considered that the historic environment had been appropriately assessed both in terms of onshore assets and marine archaeology as well as consideration of the potential to encounter yet unknown archaeological assets. The ExA concluded that the Proposed Development would not lead to substantial harm or the total loss of any designated historic asset. However, as detailed in the ExA recommendation report, varying degrees of harm have been identified to a number of historic assets. The ExA considered that mitigation in the form of a Written Scheme of Investigation and a Protocol for Archaeological Discoveries can be secured to the Marine Licence and would assist to minimise adverse effect on marine archaeology. The ExA considered that impact on the historic environment carried a little weight against the development. The SoS agreed with the conclusion of the ExA on the matter.

Civil and military aviation and defence interests

The ExA was satisfied that potential impacts of the Proposed Development on meteorological radars, civil and military aerodromes, aviation technical sites and other defence assets had been assessed. The ExA examined a number of matters which are detailed within the ExA Recommendation Report, these included; creation of a physical obstacle to aircraft operation; interference with both civil and military radar systems. The ExA considered it necessary to include a number of requirements to the DCO to ensure suitable mitigation to aviation and defence impacts were secured including suitable radar mitigation schemes. Within the Decision Letter the SoS detailed further consideration that was given to potential mitigation requirements relating to the Warton Aerodrome Primary Surveillance Radar as the requirement had not been agreed with the Defence Infrastructure Organisation before the Examination closed. The SoS considered that a requirement for a radar mitigation scheme could be

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secured to the DCO and would be subject to post consent approval from the SoS, in consultation with BAE systems and the Ministry of Defence. Subject to all mitigation being in place the SoS ascribed a little negative weight to civil and defence aviation interests in the overall planning balance.

Socio-economics

The ExA is satisfied that the applicant has undertaken an appropriate assessment of socioeconomics and adequately identifies the effects of the Proposed Development. The ExA note a significant beneficial effect was identified in respect of the economy for North Wales including through employment during the construction and operation phase. The ExA considered the applicant had sought to promote local employment and skills and considers that the Skills and Employment Plan can be secured through the DCO. The ExA found no significant adverse effect would arise on the Welsh language as a result of the Proposed Development and opportunities to promote the language had been taken. Overall the ExA assigned a moderate weight in favour of the Proposed Development as a result of socio-economic effects. The SoS agreed with the ExA conclusions.

Climate change and greenhouse gas emissions

The ExA considered that the Proposed Development would have a beneficial effect on reducing greenhouse gas emissions. The SoS agreed with the ExA conclusion on the matter.

Cumulative and inter-related effects

The ExA considered that the assessment of both cumulative and inter-related affects was adequate. The ExA considered that where adverse cumulative effects were identified these were reflected in the relevant receptor section of the ExA Recommendation Report. The SoS agreed with the ExA on the matter.

2.5.3 Description of features/measures to avoid, prevent, reduce and offset likely significant adverse effects on the environment (Regulation 10(4A)(b))

This topic is overarching and is not based on a single chapter of the Environmental Statement or section of the ExA Report but is considered in various areas throughout the ES and ExA Report. The ExA Report refers to a number of features that have been considered in order to reduce or offset the likely significant effects on the environment to different receptor. A number of these measures have been identified within the Mitigation and Monitoring Schedule (J10).

Chapter 6.7 of the ExA Recommendation Report considers Good Design and concludes that Project complied with relevant policy and guidance.

2.5.4 Conditions, mitigation and monitoring requirements (Regulation 10(4A)(b),(c) and (d) and Regulation 10(4E)(b))

The applicant produced a Mitigation and Monitoring Schedule (J10, F07) which identified mitigation and monitoring requirements and where these requirements would be secured. Reference to this document and its content is made throughout the ExA Report.

In addition, the SoS Decision Letter and ExA Report highlighted mitigation and monitoring requirements required to be attached to the Transmission Asset Marine Licence.

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NRW has considered these requirements in making this regulatory decision as set out below. The resulting conditions attached to the Marine Licence are set out in Annex 1, including reasons for the inclusion of each condition:

- Aids to Navigation Management Plan (see Annex 1 condition 3.28)
- Offshore Construction Method Statement (see Annex 1 condition 3.21)
- Marine Mammal Management Plan (see Annex 1 condition 3.32 and 3.35)
- Underwater Sound Management Strategy (see Annex 1 condition 3.33 and 3.35)
- Method Statement for approval relating to low order UXO clearance (see Annex 1 condition 3.35)
- The requirement to limit the total number of UXO clearance to a combined total of 22 across both the deemed Marine Licence (Generation Asset) and the Marine Licence for the Transmission Asset. (see Annex 1 condition 3.35)
- Vessel Traffic Management Plan (see Annex 1 condition 3.31)
- Emergency Response and Cooperation Plan (ERCoP) (see Annex 1 condition 3.24)
- Notices to Mariners (see Annex 1 condition 3.1)
- Offshore Environmental Management Plan (see Annex 1 condition 3.29)
- Fisheries Liaison and Co-existence Plan (see Annex 1 condition 3.29)
- Marine Pollution Contingency Plan (see Annex 1 condition 3.29)
- Measures to minimise the potential spread of Invasive Non-native Species (see Annex 1 condition 3.29)
- Cable Specification and Installation Plan (see Annex 1 condition 3.20)
- Limiting change in water depth to no more than 5% and consulting NRW for approval in the event that was to be exceeded (see Annex 1 condition 3.20 and 3.27)
- Identification and implementation of archaeological exclusion zones (see Annex 1 condition 3.30)
- Written Scheme of Investigation (see Annex 1 condition 3.30)
- Protocol for Archaeological Discoveries (see Annex 1 condition 3.30)
- Design Plan (see Annex 1 condition 3.17)
- Record quantity of disposed material (see Annex 1 condition 3.36 and 3.37)

2.5.5 Consideration of consultations undertaken (Regulation 10(4E)(c)(ii))

The consultation process carried out in relation to the DCO is set out within Chapter 1 of the ExA Report, and provides detail of the consultation, and examination process that has been undertaken to ensure comments were received from appropriate parties.

2.5.6 Any other comments of the SoS relating to the regulated activity (Regulation 10(4A)(e))

The ExA notes that both the deemed Marine Licence and the application for the Transmission Assets contain provision for the four offshore substation platforms and subsea interconnector cables as it is not clear whether they would be constructed by the DCO undertaker or the eventual Offshore Transmission Operator (OFTO). The ExA considered it necessary to include requirement in the deemed Marine Licence for a design plan which will set out under which licence the offshore substation platform is to be completed. The ExA considers that a corresponding provision should be placed in the Marine Licence for the Transmission Assets.

2.5.6 Main reasons for this regulatory decision (Regulation 10(4)(a) and 10(4E)(c)(i))

For the reasons set out above and below NRW considers that granting a Marine Licence for the Licensable Marine Activities would be compatible with the SoS measures to comply with UK law implementing the EIA Regulations.

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The conclusion of this regulatory decision is stated in section 4 of this decision document.

3 CONSULTATION**3.1 Consultees**

NRW considered it appropriate to consult the bodies listed in the table below on 22 July 2024, due to their particular expertise. These bodies were consulted for a period of 28 days. For those bodies which responded to the consultation an 'Y' can be found in the response received column, those who did not respond to the consultation an 'N' can be found in the response received column:

Consultee	Response received (Y/N)	Date(s) of receipt
The Crown Estate	Y	16 August 2024
Natural Resources Wales Advisory (NRW A)	Y	29 August 2024
Ministry of Defence (MoD) - Safeguarding Defence	Y	16 August 2024
Maritime & Coastguard Agency	Y	14 August 2024
Trinity House	Y	19 August 2024
UK Hydrographic Office (UKHO)	Y	1 August 2024
Royal Yachting Association	Y	19 August 2024
Local Authority Biodiversity Officer (Anglesey)	N	
Local Authority Biodiversity Officer (Denbighshire)	N	
Local Authority Biodiversity Officer (Conwy)	N	
Local Authority Biodiversity Officer (Flintshire)	N	
Local Planning Authority (Flintshire)	N	
Local Planning Authority (Conwy)	N	
Local Planning Authority (Denbighshire)	N	
Local Planning Authority (Anglesey)	N	
Local Planning Authority (Gwynedd)	N	
Eryri National Park Authority	N	

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Conwy Harbour	N	
Rhyl Harbour Authority	N	
Local Harbour Authority (Stenaline)	N	
Local Harbour Authority Dee Conservancy	N	
Local Harbour Authority Port of Mostyn	Y	29 July 2024
Royal Society for the Protection of Birds (RSPB)	Y	13 August 2024
Welsh Fishermen's Association (WFA)	N	
Welsh Government Marine Enforcement and Fisheries Division	Y	19 August 2024
NRW Cockle Management Officers	N	
Welsh Archaeological Trust	Y	23 July 2024
Royal Commission on the Ancient and Historical Monuments of Wales	Y	9 August 2024
Department for Transport - wrecks	N	
Cadw	Y	5 August 2024
North Western Inshore Fisheries Conservation Authority	Y	7 August 2024
Public Health Wales	Y	13 August 2024
Chamber of Shipping	N	
NATS Safeguarding	N	
National Federation of Fishermen's Organisations (NFFO)	N	
CEFAS consultation on dredge and disposal and designating disposal site only.	Y	19 August 2024
Civil Aviation Authority	N	
Joint Nature Conservation Committee (JNCC)	Y	19 August 2024

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Natural England	N	
Department for Energy Security and Net Zero	N	
Isle of Man Government	N	
Environment Agency	N	

Consultees who did not provide a response were assumed to have no comment.

Following a submission of further information as detailed in Annex 3, NRW consulted the bodies listed below on 4 February 2025, due to their particular expertise on matters arising in relation to this application. These bodies were consulted for a period of 28 days. For those bodies that responded to the consultation an 'Y' can be found in the response received column, and those which did not respond to the consultation an 'N'.

Consultee	Response received (Y/N)	Date(s) of receipt
The Crown Estate	Y	19 February 2025
Natural Resources Wales Advisory (NRW A)	Y	4 March 2025
Ministry of Defence (MoD) - Safeguarding Defence	Y	11 February 2025
Maritime & Coastguard Agency	Y	25 February 2025
Trinity House	Y	4 March 2025
UK Hydrographic Office (UKHO)	N	
Royal Yachting Association	Y	4 March 2025
Local Authority Biodiversity Officer (Anglesey)	N	
Local Authority Biodiversity Officer (Denbighshire)	N	
Local Authority Biodiversity Officer (Conwy)	N	
Local Authority Biodiversity Officer (Flintshire)	N	
Local Planning Authority (Flintshire)	N	
Local Planning Authority (Conwy)	N	
Local Planning Authority (Denbighshire)	N	
Local Planning Authority (Anglesey)	N	

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Local Planning Authority (Gwynedd)	N	
Eryri National Park Authority	N	
Conwy Harbour	N	
Rhyl Harbour Authority	N	
Local Harbour Authority (Stenaline)	N	
Local Harbour Authority Dee Conservancy	N	
Local Harbour Authority Port of Mostyn	N	
Royal Society for the Protection of Birds (RSPB)	N	
Welsh Fishermen's Association (WFA)	N	
Welsh Government Marine Enforcement and Fisheries Division	Y	4 March 2025
NRW Cockle Management Officers	Y	3 March 2025
Welsh Archaeological Trust	Y	4 February 2025
Royal Commission on the Ancient and Historical Monuments of Wales	Y	10 February 2025
Department for Transport - wrecks	N	
Cadw	Y	25 February 2025
North Western Inshore Fisheries Conservation Authority	Y	25 February 2025
Public Health Wales	Y	27 February 2025
Chamber of Shipping	N	
NATS Safeguarding	N	
National Federation of Fishermen's Organisations (NFFO)	N	
Civil Aviation Authority	N	
Joint Nature Conservation Committee (JNCC)	Y	3 March 2025

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Natural England	N	
Department for Energy Security and Net Zero	N	
Isle of Man Government	N	
Environment Agency	N	
Nature Scot	Y	5 February 2025
Department of Agriculture, Environment and Rural Affairs – Northern Ireland (DAERA)	Y	7 March 2025

Consultees who did not provide a response were assumed to have no comment.

Following a submission of further information as detailed in Annex 4, NRW consulted the bodies listed below on 30 April 2025, due to their particular expertise on matters arising in relation to this application. These bodies were consulted for a period of 21 days. For those bodies that responded to the consultation an 'Y' can be found in the response received column, and those which did not respond to the consultation an 'N'.

Consultee	Response received (Y/N)	Date(s) of receipt
Joint Nature Conservation Committee (JNCC)	Y	21 May 2025
Natural Resources Wales Advisory (NRW A)	Y	21 May 2025
Welsh Government Marine Enforcement and Fisheries Division	N	
Royal Yachting Association	Y	22 May 2025

Consultees who did not provide a response were assumed to have no comment.

NRW has had regard to all consultation responses received in making its decision. Where these have impacted on NRW's decision making, this has been noted in the relevant paragraph in section 4 of this decision document.

4 BASIS FOR OUR DECISION

In determining this application, including the terms on which it was granted, and the conditions attached to it, NRW has had regard to the factors set out in section 4 below in accordance with the 2009 Act.

Under the 2009 Act NRW is required to have regard to the following:

- the need to protect the environment (see sub-section 4.1);
- the need to protect human health (see sub-section 4.2);
- the need to prevent interference with legitimate uses of the sea (see sub-section 4.3);
- in the case of an application for a licence to authorise construction, alteration or improvement of works within the UK marine licensing area, the effects of any use intended to be made of the works in question when constructed, altered or improved (considered, if relevant in sub-sections 4.1 to 4.5 below);
- any representations which it has received from any person having an interest in the outcome of the application (summarised in section 3 and where relevant considered in sub-sections 4.1 to 4.5 below); and
- such other matters as it thinks relevant (see sub-section 4.5 below).

4.1 The need to protect the environment:

The reference to the “environment” includes the local and global environment; the natural environment; and, by virtue of section 115(2) of the 2009 Act, any site of historic or archaeological interest. The natural environment may include the physical, chemical and biological state of the sea, the sea-bed and the sea-shore, and the ecosystems within it, or those that are directly or indirectly affected by an activity, whether within the marine licensing area or otherwise.

In considering the need to protect the environment we have considered the relevant environmental legislation set out below.

4.1.1 Water Framework Directive, Groundwater Directive and Water Environment Regulations

(a) The legal framework

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (**Water Environment Regulations**) implement the requirements of the Water Framework Directive (**WFD**) (Directive 2000/60/EC) which requires consideration as to whether that proposals for development may cause deterioration or prevent a water body from achieving ‘good status’. Proposals likely to cause deterioration or prevent a waterbody from achieving good status should be rejected, unless derogation procedures have been applied.

Under the Water Environment Regulations, NRW must exercise its relevant functions to ensure compliance with the requirements of the WFD, the Environmental Quality Standards Directive (Directive 2008/105/EC) and the Groundwater Directive (Directive 2006/118/EEC).

(b) Factors relevant to our determination

NRW has considered the potential effect of the Proposed Activities on the following WFD waterbodies:

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- North Wales Coastal (GB641011650000)
- Clwyd Transitional (GB541006608000)

A Water Framework Directive Compliance Assessment has been undertaken for the Proposed Activities and taken into account in this decision. In light of the conclusions of a detailed compliance assessment, and taking account of the advice received from technical specialist advisors, it has been established that the activities has no potential to cause deterioration of any water body or prevent a water body or WFD Protected Area from meeting its objectives, taking into account any conditions or restrictions as applicable, either alone or in-combination with other activities.

Based on this assessment it is considered that the Proposed Activities when considered alone and in-combination, will not pose a risk to deterioration in the status of any of the above listed waterbodies or jeopardise their attainment of good surface water status when undertaken in accordance with appropriate conditions secured in the Marine Licence including;

- the production and implementation of an Environmental Management Plan (EMP) which will include a Marine Pollution Contingency Plan, and adherence to pollution prevention best practices in order to mitigate the impact on water quality (see Annex 1 condition 3.29).
- The EMP will identify measures to minimise the potential spread of Invasive Non-native Species (see Annex 1 condition 3.29).
- The production of a Construction Method Statement and Cable Specification and Installation Plan that will include commitment that no more than a 5% reduction in water depth will occur at any point along the offshore cable corridor without prior written approval from the Licensing Authority (see Annex 1 condition 3.20, 3.21 and 3.27).
- The production of a Construction Method Statement that will include measures identified within the Volume 2, Chapter 2: Benthic subtidal and intertidal ecology of the ES to avoid impact on *S. alveolata* reefs and blue mussel beds. These include ensuring a 50m buffer surrounding these habitats at the landfall location (see Annex 1 condition 3.21).

Further details are described within the Water Framework Directive Compliance Assessment.

4.1.2 Biodiversity and resilience of ecosystems duty**(a) The legal framework**

Section 6 of the **Environment Wales Act 2016** requires that we seek to maintain and enhance biodiversity in the exercise of our functions, and in so doing promote the resilience of ecosystems, in a manner that is consistent with the proper exercise of our functions.

(b) Factors relevant to our determination

Within ES (Volume 2, Chapter 2 Benthic Subtidal and Intertidal Ecology, Document Reference F2.2) the applicant has identified and assessed impact upon relevant section 7 habitats, and a number of mitigation measures were identified. These included an exclusion buffer in place to avoid *Sabellaria alveolata* reef and *Mytilus edulis* bed at the landfall location. This will be secured through the Construction Method Statement secured through the Marine Licence (see Annex 1 condition 3.21).

As detailed within ES (Volume 2, Chapter 2 Benthic Subtidal and Intertidal Ecology, Document Reference F2.2), following concerns raised by NRW A during the pre-application stage of the development surrounding the potential impact of the works on peat and clay exposures with piddocks at the landfall location, the applicant removed the option for open cut trenching from the project design,

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and confirmed that all export cables would avoid the clay with piddocks by being installed beneath the intertidal area using trenchless techniques.

As detailed within the ES (Volume 2, Chapter 3: Fish and Shellfish Ecology, Document Reference F2.3) there is a potential for works such as sandwave clearance activities to impact fish that spawn on or near the seabed. However, NRW A agree with the applicants assessment that due to the temporary nature of the activity and the limited extent of suitable substrate available for herring within the construction boundary and the extent of available habitat that would remain for sandeel populations that any impact would not be significant. In addition as discussed in section 4.1.8 below, the applicant has proposed to implement measures including an Underwater Sound Management Strategy that will minimise the potential impacts of the works on herring and cod species.

A number of section 7 species and habitats have also been considered within the project HRA for example Common Scoter are a section 7 species but are also a features of the Liverpool Bay SPA so have been considered within the HRA accordingly.

NRW considers that the biodiversity and ecosystems resilience duty under Section 6 has been satisfied in so far as is consistent with the function of determining an application for a Marine Licence under the Marine and Coastal Access Act 2009.

4.1.3 European Protected Sites and Ramsar Sites**(a) The legal framework**

European sites are those designated under the Conservation of Habitats and Species Regulations 2017 (Habitats Regulations 2017) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (Offshore Habitats Regulations 2017) as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

The Habitats Regulations 2017 and the Offshore Habitats Regulations 2017 require that any project that is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects) must be subject to an appropriate assessment. NRW undertakes a Habitats Regulation Assessment (HRA) to establish whether an appropriate assessment is required.

In addition NRW must exercise its functions under the 2009 Act so as to secure compliance with the requirements of the relevant European Directives. NRW also has a duty under the Habitats Regulations 2017 to support wild birds by protecting habitats and avoiding pollution.

A Ramsar site is a wetland which has been designated under the Ramsar Convention. The Ramsar Convention does not place specific legal requirements on its parties (though Ramsar sites are often SSSIs or SPAs, considered below), however Ramsar status is considered by NRW as matter of policy in its decision making.

(b) Factors relevant to our determination

A HRA of the Transmission Assets Licensable Marine Activities has been carried out by NRW in consultation with NRW A, JNCC, Natural England, Department of Agriculture and Rural Affairs of Northern Ireland (DEARA) and Nature Scot (as Statutory Nature Conservation Bodies). NRW A, JNCC and DEARA provided comments, Nature Scot confirmed they had no comment to make on the

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Transmission Asset, and no responses were received from Natural England, therefore assumed to have no comment to make.

Regulation 67(2) provides that a competent authority is not required to assess any implications of a plan or project which would be more appropriately assessed under Reg 63(1) or Reg 65(2) by another competent authority. The Generation Assets and onshore works have been assessed as part of the DCO HRA conducted by the SoS as the competent authority, which included the deemed Marine Licence for the Generation Assets. Accordingly, the Transmission Assets elements of the proposal are the sole focus of consideration under the HRA carried out by NRW for the determination of this Marine Licence.

The Project is located in;

- Liverpool Bay SPA
- Menai Strait and Conwy Bay/Y Fenai a Bae Conwy SAC

Within the HRA carried out by NRW a likely significant effect (LSE) from the Transmission Assets Licensable Marine Activities could not be ruled out on the following sites;

- Menai Strait and Conwy Bay/Y Fenai a Bae Conwy SAC
- Dee Estuary/Aber Dyfrdwy SAC
- River Dee and Bala Lake/Afon Dyfrydwy a Llyn Tegid SAC
- River Ehen SAC
- River Eden SAC
- Afon Gwyrfaï a Llyn Cwellyn SAC
- River Kent SAC
- River Derwent and Bassenthwaite SAC
- Solway Firth SAC
- River Bladnoch SAC
- North Anglesey Marine/Gogledd Môn Forol SAC
- North Channel SAC
- Pen Llŷn a'r Sarnau/Lleyn Peninsula and the Sarnau SAC
- West Wales Marine/Gorllewin Cymru Forol SAC
- Strangford Lough SAC
- Murlough SAC
- Cardigan Bay/Bae Ceredigion SAC
- The Maidens SAC
- Pembrokeshire Marine/Sir Benfro Forol SAC
- Bristol Channel Approaches/Dynesfeydd Môr Hafren SAC
- Lundy SAC
- Isles of Scilly Complex SAC
- Rockabill to Dalkey Island SAC
- Saltee Islands SAC
- Roaringwater Bay and Islands SAC
- Blasket Islands SAC
- Mers Celtiques – Talus du golfe de Gascogne SCI
- Abers - Côte des legends SCI
- Ouessant-Molène SCI
- Côte de Granit rose-Sept-Iles SCI
- Anse de Goulven, dunes de Keremma SCI
- Tregor Goëlo SCI
- Côtes de Crozon SCI
- Chaussée de Sein SCI
- Cap Sizun SCI
- Récifs du talus du golfe de Gascogne SCI
- Anse de Vauville SCI
- Cap d'Erquy-Cap Fréhel SCI

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- Baie de Saint-Brieuc –Est SC
- Banc et récifs de Surtainville SCI
- Baie de Lanceloux, Baie de l'Arguenon, Archipel de Saint Malo et Dinard SCI
- Estuaire de la Rance SCI
- Baie du Mont Saint-Michel SCI
- Liverpool Bay/Bae Lerpwl SPA
- Irish Sea Front SPA
- Skomer, Skokholm and the Seas off Pembrokeshire SPA
- Glannau Aberdaron ac Ynys Enlli/Aberdaron Coast and Bardsey Island SPA
- Lambay Island SPA
- Howth Head Coast SPA
- Ireland's Eye SPA
- Copeland Islands SPA
- Grassholm SPA
- Ailsa Craig SPA
- Wicklow Head SPA
- Rathlin Island SPA
- Saltee Islands SPA
- North Colonsay and Western Cliffs SPA
- Rum SPA
- Shiant Isles SPA
- Handa SPA
- St Kilda SPA
- Cape Wrath SPA
- Flannan Isles SPA
- Flamborough and Filey Coast SPA
- Fowlsheugh SPA
- Canna and Sanday SPA
- Mingulay and Berneray SPA
- Buchan Ness to Collieston SPA
- Troup, Pennan and Lions Heads SPA
- Skelligs SPA
- East Caithness Cliffs SPA
- North Caithness Cliffs SPA
- Sule Skerry and Sule Stack SPA
- North Rona and Sula Sgeir SPA
- West Westray SPA
- Central Valley Curragh proposed Ramsar (pRamsar) site
- Dalby Peatlands pRamsar site
- Gob ny Rona, Maughold Head and Port Cornaa proposed Ramsar (pRamsar) site
- Southern Coasts and Calf of Man pRamsar site
- The Ayres pRamsar site

Subject to mitigation measures being secured in the Marine Licence, NRW conclude that the regulated activities would not lead to an adverse effect on European Site integrity, either alone or in-combination with other plans or projects as detailed within the HRA.

Following concerns raised by SNCBs surrounding unexploded ordnance clearance, the applicant has committed to the sole use of low order unexploded ordnance clearance under this licence. High order clearance would not be authorised under the licence and a separate consent would need to be sought

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by the applicant should high order clearance be required. This commitment has been presented within the Outline Underwater Sound Management Strategy (Document Reference J16, version F02 and F03).

The mitigation measures that are considered necessary in order to conclude that the Licensable Marine Activities associated with the Transmission Assets would not lead to an adverse effect include:

- Development and adherence to an Offshore Construction Method Statement (CMS) and a Cable Specification and Installation Plan (CSIP) which;
 - does not permit sandwave clearance within the Menai Strait and Conwy Bay SAC.
 - does not permit the percentage of export cable requiring cable protection to exceed 10% of the total length of the export cable within the Menai Strait and Conwy Bay SAC.
 - does not permit cable protection higher than 70 cm to be installed within the Menai Strait and Conwy Bay SAC.
- Development of, and adherence to a Biosecurity Risk Assessment and an INNS Management Plan, including actions to minimise INNS.
- Development and adherence to an Offshore EMP that will include:
- a Marine Pollution Contingency Plan (MPCP) which will include planning for accidental spills, address all potential contaminant releases and include key emergency details.
- measures to minimise disturbance to rafting birds from transiting vessels (Document Reference J17) which includes a timing restriction of no offshore export cable installation or low order UXO clearance activities during the period 1 November to 31 March within the Liverpool Bay/Bae Lerpwl SPA to minimise disturbance to rafting birds, specifically common scoter and red-throated diver as features of the SPA. This measure will apply to the Mona Offshore Cable Corridor, between the offshore extent of the Liverpool Bay/Bae Lerpwl SPA and the entry/exit location of the trenchless technique installation works at the landfall, within the nearshore waters of the Liverpool Bay/Bae Lerpwl SPA. As detailed within Document Reference J17 there are exceptions for trenchless work on the intertidal zone which may require activity within the SPA during the restricted period.
- Development of and adherence to a Marine Mammal Mitigation Protocol (MMMP), based on the Outline MMMP (Document Reference J21).
- Development of and adherence to an Underwater Sound Management Strategy (UWSMS) based on the outline UWSMS (Document Reference J16)

On the 25 June 2025 new conservation advice packages for a number of Welsh marine SACs and SPAs were published. NRW consulted with NRW A, as the relevant SNCB for Welsh designated sites, who confirmed that updates to the conservation advice packages did not alter any of the advice previously provided regarding the Transmission Asset Marine Licence application.

NRW is therefore satisfied that the Licensable Marine Activities, either alone or in-combination with other plans or projects, will not adversely affect the integrity of European Site(s) when undertaken in accordance with conditions securing the mitigations above.

4.1.4 European Protected Species**(a) The legal framework**

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The Habitats Regulations 2017 and the Offshore Habitats Regulations 2017 also confer protection on certain designated species (European Protected Species). A licence (EPS licence) must be obtained in order, whether deliberately or accidentally, to capture, kill, disturb or injure such a species, damage or destroy their breeding or resting places or obstruct access to their resting or sheltering places.

(b) Factors relevant to our determination

NRW considers that the following protected species are likely to be impacted by the Licensable Marine Activities:

- Grey Seal
- Cetaceans including Harbour porpoise, Bottlenose dolphin, Common dolphin, Risso dolphin, and Minke whale

Consideration of Marine Mammals has been detailed in section 4.1.8 below including mitigation considered necessary and appropriate under the Marine Licence.

The representation from NRW A and JNCC noted that an EPS may be required for disturbance from piling, UXO clearance activity, including for the purpose of deploying acoustic deterrents for mitigation.

Based on the information presented and representation made by NRW A and JNCC, NRW has no reason to believe should an EPS be required for Licensable Marine Activities that it would not be forthcoming.

Any determination made as part of this decision are without prejudice to the consideration NRW is required to give an EPS licence application as the body with a statutory responsibility for its determination and do not constrain or bind NRW in exercising this function. Should an application for an EPS licence in relation to the Project be made it will be determined by NRW based on all the relevant information available to NRW at that time.

4.1.5 Marine Conservation Zones**(a) The legal framework**

Marine Conservation Zones were established under the 2009 Act to protect nationally important, rare or threatened habitats and species. The only currently designated MCZ in Wales is Skomer Island.

Under the 2009 Act, NRW must exercise its functions in the manner which it considers best furthers the conservation objectives stated for any Marine Conservation Zone or, where that is not possible, in the manner which it considers least hinders the achievement of those objectives.

(b) Factors relevant to our determination

NRW A in representation dated 29 August 2024 confirmed that they did not consider that the proposed works would have the potential to hinder the achievement of conservation objectives of the Skomer MCZ for grey seals.

NRW is satisfied that there is no significant risk of the Licensable Marine Activities on the MCZ due to the distance between the Licensable Marine Activities and the MCZ. Consideration of ornithological feature which are highly mobile were considered as part of the assessment of the Skomer, Skokholm & Seas off Pembrokeshire SPA within the HRA which concluded no significant adverse effect on

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features of this site. Likewise, consideration of marine mammals was considered within the ES, and impacts on relevant features were also considered as part of the Pembrokeshire Marine SAC and concluded no significant adverse effect on features of this site.

4.1.6 Sites of Special Scientific Interest (SSSIs)**(a) The legal framework**

Sites of Special Scientific Interest are designated under the Wildlife and Countryside Act 1981 (1981 Act) and protected by law to conserve their wildlife or geology. NRW must take reasonable steps, consistent with the proper exercise of its functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which an SSSI is of special scientific interest.

(b) Factors relevant to our determination

SSSIs were identified and considered within the offshore ornithology assessment (Environment Statement Volume 2, Chapter 5: Offshore Ornithology – Table 5-12). A number of ornithological features of the SSSIs are also designated features of European Protected Sites and have been considered within the HRA. As detailed in section 4.1.3 the HRA concluded that the Licensable Marine Activities, either alone or in-combination with other plans or projects, will not adversely affect the integrity of European Site(s) when undertaken in accordance with conditions. In addition no concerns were raised by the SNCBs in relation to SSSIs as a result of Licensable Marine Activities associated with the Transmission Assets.

The marine licensable area overlaps with Traeth Pensarn SSSI. As detailed within the Environment Statement (Volume 3, Chapter 3: Onshore Ecology F01) the applicant has looked to avoid effect on feature of the Traeth Pensarn SSSI through avoiding areas of the coastal vegetated shingles of the SSSI within the scheme design, including the boundary of the licensable area, as well as commitment to the use of a trenchless techniques at the landfall location. No concerns were raised by NRW A in relation to SSSIs as a result of Licensable Marine Activities associated with the Transmission Assets.

NRW is satisfied that the Licensable Marine Activities do not have the potential to significantly impact on any SSSI.

4.1.7 The Waste (England and Wales) Regulations 2011**(a) The legal framework**

The Waste (England and Wales) Regulations 2011 (as amended) establish a legal framework for treating waste. This is designed to protect the environment and human health by emphasising the importance of proper waste management, recovery and recycling techniques to reduce pressure on resources and improve their use. Waste generated by a project or activity must in general terms be dealt with in an environmentally friendly way. To achieve this the Regulations describe a waste hierarchy which gives an order of preference for how waste is dealt with (prevention, re-use, recovery for other purposes such as energy, and finally disposal).

(b) Factors relevant to our determination

NRW is satisfied that the Proposed Activities meet the requirements of The Waste (England and Wales) Regulations 2011 (as amended).

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The Proposal seeks to dispose of spoil material and drill arising generated by construction activities at sea. To support the application the applicant submitted The Offshore Cable Corridor – Disposal Site Characterisation Report (Document Reference J20), Array Area - Disposal Site Characterisation Report (Document Reference J19) and sediment sampling results (Document Reference A7.1-A7.4). Cefas were consulted on the suitability of the material to be disposed at sea and confirmed that the material was acceptable for disposal at sea. NRW is content that the proposal is in line with the relevant OSPAR guidelines for the management of dredged material and that material is suitable for disposal at sea.

Within the Disposal Site Characterisation Report (Document Reference J20) the applicant has shown consideration of the waste hierarchy. The reports notes that volumes of spoil will be minimised to that necessary for safe and effective installation, however it is not possible to prevent spoil generation completely and therefore disposal of material will be required. The applicant therefore proposes to dispose of the material as close as possible to the point of production. This is in line with NRW position on The Sustainable Management of Marine and Coastal Sediment (PS012) which sets that the preferred option when undertaking activities that require marine and coastal sediment removal or relocation is to retain the sediment as close as possible from where it originated, within the same sediment system. It is considered that the proposal is in line with this position.

Based on the assessment carried out and presented within the ES and the Disposal Site Characterisation Report, NRW is content that disposal of sediment produced during the construction activity can take place and a new disposal site has been designated: IS068 (Mona OWF (Wales)).

Cefas recognises that the final design of infrastructure will be determined post consent for example frond mattresses and note that consideration should be given to the risk of placing any plastic infrastructure into the marine environment. The final design will need to be submitted to and approved by the Licensing Authority as part of the Offshore Construction Method Statement secured through the Marine Licence (see Annex 1 condition 3.21).

4.1.8 Other matters in considered relevant to the need to protect the environment

Physical Processes

An assessment of impacts of the Proposed Activities on physical processes was presented within the ES (Volume 2, chapter 1: Physical Processes, document reference F2.1). The assessment concluded that subject to mitigation, including an Offshore Construction Method Statement (CMS) and a Cable Specification Installation Plan (CSIP), a significant effect could be ruled out. As detailed within the Mitigation and Monitoring Schedule (Document Reference J10) the CMS and CSIP would include;

- Commitment that no cable protection would be placed on Constable Bank
- no sandwave clearance within the Menai Strait and Conwy Bay SAC
- No cable protection higher than 70cm will be installed within the Menai Strait and Conwy SAC
- No more than 5% reduction in water depth would occur without written approval from the Licensing Authority.
- Development and adherence of a Construction Method Statement at landfall that commits to the installation via trenchless techniques from seaward of Mean Low Water Springs to the exit place location landward of mean high water springs.

As detailed in representation dated 29 August 2024, NRW A were satisfied with the characterisation of the study area and agreed with the numerical modelling approach taken to inform potential changes to Constable Bank, Menai Strait and Conwy SAC, and the adjacent coast. NRW A welcomed the proposal for an offshore CMS and a CSIP, that would include mitigation identified within the ES, including the

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commitment for no cable protection to be placed in Constable Bank; no cable protection higher than 70cm to be installed within the Menai Strait and Conwy SAC, and cable protection to be up to 10m wide, kept low profile and not lead to more than 5% reduction in water depth.

NRW consider that CMS and CSIP are necessary and that these can be secured through Marine Licence conditions (see Annex 1 condition 3.20 and 3.21).

NRW A support the applicant's intention that all dredge material from the seabed will be disposed within the site in order to ensure that the material is retained within the local sediment system. NRW A also welcome the applicants commitment for no sediment disposal to take place on Constable Bank.

NRW A raised concerns that no specific assessment had been conducted to determine how placement of cable protection in the shallow near shore environment may impact on coastal processes, for example in the event that cable protection is to be placed around the four exit pits in the nearshore. NRW A advised that consideration should be given to the obstruction to the bedload sediment transport pathways both alongshore and onshore/offshore, and the potential impact on wave diffraction and wave refocussing on the coast, to ensure that the assessment of physical process is as complete and robust as possible.

The applicant responded to comments made by NRW A within Document reference S_NRWML_3 dated 13 November 2024 indicating that they would aim to avoid the requirement for cable protection in the shallow nearshore environment, and that as part of a CSIP a burial risk assessment will be included which will confirm the location requiring cable protection along the cable corridor. The applicant confirmed their commitment that cable protection would not lead to more than a 5% reduction in water depth without prior written approval from the Licensing Authority.

Following Further Information supplied by the applicant (Annex 3), NRW A in representation dated 4 March 2025 welcomed the commitment to limit change in water depth to no more than 5%, and in the event this is required to be exceeded, that NRW A should be consulted. NRW consider that this can be secured through Marine Licence conditions (see Annex 1 condition 3.20 and 3.27).

NRW A requested, in representation dated 29 August 2024, that consideration should be given to sandwave recovery monitoring as part of any post installation survey requirements in order to validate the assumptions made in the ES. As detailed within the Offshore In-Principle Monitoring Plan (Document reference J15) the applicant confirmed that the data collected as part of the geomorphological surveys, which will be conducted for cable burial monitoring purposes, will be considered in the context of sandwave recovery, particularly in relation to Constable Bank. NRW A were satisfied with the response.

NRW consider that pre and post construction monitoring will be required in accordance with the Offshore In-Principle Monitoring Plan (Document reference J15) and can be secured through conditions of the Marine Licence (see Annex 1 condition 3.19).

NRW A welcome the commitment to the installation via trenchless techniques at the landfall location. As detailed within Mitigation and Monitoring Schedule (Document Reference J10) this commitment is secured within the Landfall Construction Method Statement and requirement 9 of the DCO. NRW are satisfied that there is no need to duplicate requirements and no specific Landfall Construction Method Statement condition is required as part of this Marine Licence. However, a method statement will be required for approval for any works seaward of MHWS as part of the Offshore Construction Method Statement (see Annex 1 condition 3.21).

Benthic subtidal and intertidal ecology

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An assessment of impacts of the proposed works on benthic subtidal and intertidal ecology was presented within the ES (Volume 2, Chapter 2: Benthic subtidal and intertidal ecology, Document Reference F2.2).

Within Representation dated 29 August 2024, NRW A confirmed they were satisfied that the data collected through the site specific surveys and through the desktop review was sufficient to appropriately characterise the benthic ecology along the export cable route.

NRW A in representation dated 29 August 2024 raised concerns on the potential impact on benthic habitats should cable protection be required in the nearshore, and did not consider that this had been appropriately assessed with the ES. However, as detailed above in relation to Physical Processes, NRW A welcomed in representation dated 4 March 2025 the commitment to limit change in water depth to no more than 5% and the requirement to consult NRW A in the event this is required to be exceeded, noting that further assessment may be required.

NRW A acknowledge and welcome the commitment of the applicant to use trenchless techniques at landfall to avoid impacts to sensitive features i.e. Section 7 Habitats of Principal Importance *Sabellaria alveolata* reefs, *Mytilus edulis* beds (blue mussels) and peat and clay exposures with piddocks as set out in the Outline Landfall Construction Method Statement (Document reference J26.14). As detailed within Mitigation and Monitoring Schedule (Document Reference J10) this commitment is secured within the Landfall Construction Method Statement which is secured through requirement 9 of the DCO. NRW are satisfied that the requirement for the Landfall Construction Method Statement is secured and do not consider it necessary to include as a condition of the Marine Licence. However, a method statement will be required for approval for any works seaward of MHWS as part of the Offshore Construction Method Statement (see Annex 1 condition 3.21).

In representation dated 29 August 2024, NRW A acknowledged the commitment of the applicant to produce a biosecurity risk assessment and an INNS Management Plan, and advise that this mitigation is necessary. NRW A highlighted the presence of the highly invasive carpet seasquirt *Didemnum vexillum* noting that this will be further consideration within the assessment should Holyhead Port be utilised during operations. NRW consider that a biosecurity risk assessment and an INNS Management Plan is necessary and can be secured through conditions of the Marine Licence (see Annex 1 condition 3.29).

JNCC, in representation dated 19 August 2024 and 3 March 2025, raised concern that the impact of decommissioning activity has not been fully considered and assessed. The applicant disagreed and considered that suitable assessment of the decommissioning phase has taken place, and considers that decommissioning is feasible (Response to Further Consultation (Document reference S_NRWML_11 dated 22 April 2025)). The applicant considers that suitable information and assessment has been presented to allow consideration of the likely significant effects and highlights that no offshore decommissioning works will take place until a written decommissioning programme has been approved by the Secretary of State for the Department for Energy Security and Net Zero (DESNZ) which is secured through the DCO. NRW understands that decommissioning has not been included within the application for this marine licence, and that a separate Marine Licence will be required at the relevant time.

JNCC also considered that it would be useful for the applicant to present further information surrounding the maximum design scenario to show how the footprint of the work used in the assessment had been calculated. As detailed in section 2.5 above, NRW has deferred to the conclusion of the Secretary of State in consideration of compliance with the EIA regulations. The ExA Recommendation Report on the DCO application concluded that suitable assessment had taken place in the ES to consider potential effect on benthic subtidal and intertidal ecology during decommissioning, and that further permission

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will be required ahead of decommissioning activities taking place. In relation to the maximum design scenario the ExA was satisfied with the applicants approach and that the worst-case scenario have been considered. NRW have no reason to deviate from the conclusions of the ExA on the matter.

Finally, JNCC disagreed with the magnitude of impact that had been assigned to seapens and burrowing megafauna communities Important Ecological Features (IEF). However, as detailed within JNCC representation dated 3 March 2025, although the disagreement remained surrounding the magnitude of effect and sensitivity attributed to this feature, JNCC were satisfied that appropriate mitigation measures had been incorporated into the Mitigation and Monitoring Schedule (Document Reference J10 F07). JNCC specifically noted that if seapens are identified during pre-construction surveys, these should be avoided as much as practically possible during subsequent works. The Mitigation and Monitoring Schedule is secured through Schedule 15 of the DCO and is also a listed approved document of the Marine Licence.

Fish and Shellfish

An assessment of impacts of the proposed works on Fish and Shellfish ecology was presented within the ES (Volume 2, Chapter 3: Fish and Shellfish Ecology, Document Reference F2.3). The impact assessed included temporary habitat loss/disturbance; underwater sound; increased suspended sediment concentration and sediment deposition; long term habitat loss; EMF from subsea electrical cabling; disturbance/remobilisation of sediment-bound contaminants and injury as a result of collisions with vessels. The assessment concluded that subject to mitigation that no significant impacts are predicted. Mitigation is detailed within Mitigation and Monitoring Schedule (Document Reference J10) and includes;

- Development and adherence to an Offshore Environmental Management Plan (EMP) that will include a Marine Pollution Contingency Plan
- Development of a Biosecurity Risk Assessment and an Invasive Species Management Plan
- Development and adherence to a Cable Specification Installation Plan that will ensure cables are buried to an appropriate depth.
- Adherence to the Marine Mammal Mitigation Protocol. The measure detailed within the MMMP will also minimise the risk of injury to fish species in the immediate vicinity of piling activities.
- Development and adherence to an Underwater Sound Management Strategy.

Within representation dated 29 August 2024 NRW A did not consider that the approach taken to assess the impact of underwater noise on cod to be sufficient, and advised that the applicant reassess the impacts to cod in line with the methods applied for herring. NRW A advised that piling activities should be restricted to outside the peak spawning activity period (February to March) in order to mitigate potential impacts on cod species. NRW A considered that this could be secured through the Underwater Noise Management Strategy. NRW A also considered that the UWSMS should make specific reference to cod as well as herring.

NRW A however confirmed they were in agreement with the conclusions of the ES in regards to the temporary habitat loss/disturbance; increased suspended sediment concentrations (SSC) and associated sediment deposition; long term habitat loss; electromagnetic fields (EMFs) from subsea electrical cabling; introduction of artificial structures and colonisation of hard structures; disturbance/remobilisation of sediment bound contaminants, and injury due to increased risk of collision with vessels.

The applicant subsequently provided further information as set out in Annex 3. NRW A confirmed, in representation dated 4 March 2025, that although areas of disagreement on the assessment carried

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out on cod remain, they were satisfied that the Underwater Sound Management Strategy provides a sufficient mechanism to reduce the noise impacts of the development on both cod and herring.

NRW are satisfied that adherence to an Underwater Sound Management Strategy is necessary, and that the outline Plan provided (Outline Underwater Sound Management Strategy J16 version F03) includes consideration of both cod and herring. NRW consider that the Underwater Sound Management Strategy can be secured through conditions of the Marine Licence (see Annex 1 condition 3.33).

Marine Water and Sediment Quality

Within representation dated 28 August 2024, NRW A welcomed the commitment proposed by the applicant including;

- Development of an Environmental Management Plan (EMP) and a Marine Pollution Contingency Plan which will include planning for accidental pollution incidents.
- Commitment within an Offshore Construction Method Statement (CMS) that no sandwave clearance will take place within the Menai Strait and Conwy SAC in order to minimise potential impact on designated features that would be caused by an increase in suspended sediment concentration.

NRW consider that the development and adherence to a EMP and an Offshore CMS is necessary and can be secured through conditions of the Marine Licence (see Annex 1 condition 3.21 and 3.29).

Designated Landscapes

The impact of the proposed works on Seascape and Visual Resources have been assessed with the ES (Environmental Statement Volume 2, Chapter 8, Seascape and Visual Resources Document Reference F2.8).

As detailed in NRW A representation dated 29 August 2024, the export and interconnector cables are not predicted to impact on designated landscapes due to the cables being buried. The four offshore substation platforms (OSP) do have a potential to be visible in good conditions from a number of viewpoints; however, as detailed in NRW A response, the OSP would be a minor component in comparison to the scale and number of the turbines proposed.

As detailed in section 2.5 above, NRW has deferred to the conclusion of the Secretary of State in consideration of compliance with the EIA regulations. The ExA in the examination of the DCO for the Proposed Development (that included the generation assets) considered that there was a range of significant and non-significant effects on designated landscapes as a result of the development. The ExA considered Landscape Enhancement Scheme necessary to compensate for some of the harm identified, and the Scheme would be secured through requirements of the DCO. The ExA attributed great weight to the adverse effects on seascape, landscape and visual matters. The SoS agreed with the conclusion of the ExA on the matter. The SoS concluded that the public benefits associated with the Proposed Development outweigh the harm identified, and considered that the DCO should be granted. NRW have no reason to deviate from the conclusions of the ExA on the matter.

Offshore Ornithology

The impact of the proposed work on Offshore Ornithology have been assessed within the ES (Environmental Statement Volume 2, Chapter 5, Offshore Ornithology, Document Reference F2.5). The impacts assessed included:

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- Disturbance and displacement from airborne noise, underwater sound, and presence of vessels and infrastructure.
- Indirect impacts from underwater sound during construction phase affecting prey species.
- Temporary habitat loss/disturbance and increased suspended sediment.

The ES also assessed a number of other impact pathways resulting from the generation assets (wind turbines) including from collision risk. However, the generation assets are not part of this Marine Licence application and therefore its impacts have not been further considered within this decision.

The applicant proposed a number of mitigation options to reduce the impact on offshore ornithology these included:

- The development of and adherence to an Offshore Environmental Management Plan (EMP) which will include measures to minimise disturbance to rafting birds from transiting vessels.
- The offshore EMP will include timing restricting for certain activities within the Liverpool Bay SPA.
- The Implementation of an EMP including a Marine Pollution Contingency Plan that will set measures for management of potential pollution incidents.

Subject to mitigation the applicant concluded that no significant effects are predicted as a result of Proposed Development.

NRW A, in representation dated 29 August 2024, and JNCC, in representation dated 19 August 2024, noted that the potential impacts of the proposed works covered by the Transmission Asset application are limited to disturbance/displacement from vessel activity of the Red Throated Diver and Common Scoter non breeding qualifying features of the Liverpool Bay SPA. Both JNCC and NRW A welcomed the measures proposed by the applicant, specifically:

- Measures to minimise disturbance to rafting birds from transiting vessels (as set out in document *J17: Measures to Minimise Disturbance to Marine Mammals and Rafting Birds*).
- A timing restriction of no offshore export cable installation activities during the period 1st November – 31st March within Liverpool Bay SPA.
- A Marine Pollution Contingency Plan (MPCP).

NRW A acknowledge, as detailed within *J17: Measures to Minimise Disturbance to Marine Mammals and Rafting Birds*, that there are exceptions for trenchless work on the intertidal zone which may require activity within the SPA during the restricted period.

Within representation dated 19 August 2024, further clarity was sought by JNCC surrounding a number of measures proposed within document *J17: Measures to Minimise Disturbance to Marine Mammals and Rafting Birds*. The applicant sought to address this and provided an updated document *J17: Measures to Minimise Disturbance to Marine Mammals and Rafting Birds* submitted 13 December 2024, version F03. JNCC, in representation dated 3 March 2025, welcomed the amendments and clarification to the document which included commitment to a seasonal restriction on cable installation and low order UXO clearance within the SPA, and with high order UXO clearance requiring a separate Marine Licence.

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Within representation dated 4 March 2025, NRW A welcomed amendments made to document *J17: Measures to Minimise Disturbance to Marine Mammals and Rafting Birds*, specifically the addition of UXO clearance activities and the commitment that no UXO clearance activity will take place within the SPA between 1st November – 31st March.

Both, JNCC and NRW A, are satisfied that no adverse impact on the Liverpool Bay SPA is predicted subject to the mitigation above.

NRW are satisfied that production and adherence to an Offshore Environmental Management Plan (EMP), which will include measures to minimise disturbance to rafting birds from transiting vessels, timing restricting for offshore cable installation and UXO clearance activity within the Liverpool Bay SPA and a Marine Pollution Contingency Plan, are necessary and should be secured through conditions of the Marine Licence (see Annex 1 condition 3.29).

RSBP, in representation dated 13 August 2024, provided a copy of the Relevant Representation submitted to the Planning Inspectorate on 6 May 2024 as part of the determination of the DCO for the Mona Offshore Windfarm. Concerns were raised surrounding the assessment methodology and the impact from collision risk arising from the project alone and in-combination with other projects, in addition the RSPB did not consider that the assessment had properly accounted from potential for population scale impacts in light of Highly Pathogenic Avian Influenza (HPAI).

The ExA Recommendation Report considered representation submitted by RSPB to the DCO application on the matter. The ExA concluded based on advice it had received from the relevant SNCB that suitable baseline characterisation had taken place, and were satisfied that an adequate collision risk assessment had been conducted. In addition on the matter of HPAI the ExA acknowledged that there is no agreed industry wide guidance on how to consider HPAI, however considered the approach taken by the applicant was inline with Natural England advice note on the HPAI, therefore were satisfied with the approach taken. NRW have no reason to deviate from the conclusion of the ExA on the matter.

Marine Mammals

The impact of the proposed works on Marine Mammals have been assessed within the ES (Environmental Statement Volume 2, Chapter 4, Marine Mammals, Document Reference F2.4). The impact assessed included disturbance and injury as a result of elevated underwater sound during survey works, piling activities, unexploded ordnance activities; injury as a result of collisions with vessels, as well as indirect impacts such as changes to fish and shellfish communities affecting prey availability. The applicant proposed a number of mitigation option to reduce the impact of injury to marine mammals these included:

- Development and adherence to a Marine Mammal Mitigation Protocol which sets out measures to be implemented during piling activities to reduce the risk of injury to marine mammals. Measures including Marine Mammal Observers, Passive Acoustic Monitoring and Acoustic Deterrent Devices (ADDs).
- The Marine Mammal Mitigation Protocol looked to include mitigation related to unexploded ordnance clearance in line with the Outline MMMP (document Reference J21).
- Development of an Underwater Sound Management Strategy (UWSMS) that includes consideration of Noise Abatement Systems to mitigate for physical or permanent auditory injury to marine mammals.

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- Development of an offshore Environmental Management Plan (EMS) that will include a Marine Pollution Contingency Plan.
- As part of the EMS the applicant proposed to include 'measures to minimise disturbance to marine mammals and rafting birds from transiting vessel' (document reference J17) to minimise potential for collision risk.

NRW A in representation dated 29 August 2024, agreed in principle with the commitment to develop an UWSMS, and that the strategy could potentially reduce the magnitude of impacts to an acceptable level, however NRW A did raise a number of concerns surrounding the outline UWSMS (dated 29 April 2024) that had been submitted in support of the Marine Licence application, this included but not limited to; NRW A considered that the UWSMS was applicable to all marine mammal species not only bottlenose dolphin and harbour porpoise; considered Noise Abatement should be give more consideration and more explicit commitment should be made to the government Joint Position Statement on UXO clearance. The applicant submitted an updated oUWSMS and oMMMP on 13 December 2024. NRW A confirmed in representation dated 4 March 2025, that previous concerns with the outline documents had been resolved. However, a further update of the oUWSMS and oMMMP was provided on 22 April 2025 by the applicant to which NRW A provided comments on the 21 May 2025.

NRW A raised concern surrounding the reliance of ADDs, noting that ADDs can increase the number of animals disturbed. NRW A advised that the proportionate application of ADDs should be considered alongside other mitigation options, and were satisfied that this could be agreed post consent.

JNCC similarly, in representation dated 19 August 2024, raised a number of concerns surrounding the UWSMS and MMMP submitted in support of the application, including the request of a stronger commitment to noise abatement technology and further information surrounding the use of ADDs. The updated oUWSMS and oMMMP submitted on 13 December 2024 by the applicant resulted on JNCC confirming (representation dated 3 March 2025) that the documents presented were appropriate. JNCC considered that the Marine Licence should secure a detailed UWSMS and MMMP which will need to be approved in consultation with the SNCBs prior to commencement of works.

NRW consider that sufficient detail has been provided within the outline plan to support this decision, NRW consider that a UWSMS and MMMP are necessary and can be secured through Marine Licence condition (see Annex 1 conditions 3.32, 3.33 and 3.35), and will be approved post consent by the Licensing Authority in consultation with the relevant SNCBs.

NRW A, in representation dated 29 August 2024, disagreed with a statement made in the ES suggesting changes in characteristics of impulsive noise at range implies that disturbance threshold for piling noise should be considered precautionary at long range. NRW A advise there is lack of published data to support this statement but confirmed that this does not materially affect the conclusion, since the assessment results were based on the full modelled range of disturbance.

NRW A disagreed, in representation dated 29 August 2024 and 4 March 2025, with the use of static impact radii to inform the conclusion of the ES in relation to injury and disturbance as a result of underwater sound due to vessel use and other (non-piling) sound producing activities. However, NRW A do welcome the commitment to develop an EMS which includes measures to minimise disturbance to marine mammals (and rafting birds) from transiting vessels, and consider that this is appropriate to mitigate impacts, therefore agree with the overall conclusion of no significant effect.

As detailed within representation received on the 19 August 2024, JNCC raised concerns surrounding the inclusion of unexploded ordnance within the Marine Licence application. JNCC consider that, although a high level assessment is carried out in the ES, very little detail is known at this stage

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surrounding any UXO clearance required. JNCC advise against including UXO clearance within the Marine Licence, and consider that a separate consent should be sought at a later date. JNCC consider a separate licence should be obtained following site investigation into the exact type and size of UXO required to be cleared. In addition, JNCC consider that as currently presented the worst case is to assume that all UXO would require to be cleared using high order, and under this scenario JNCC consider that disturbance could impact on harbour porpoise that are features of the North Anglesey Marine SAC. JNCC consider that there is insufficient information to robustly assess the potential impact to marine mammals at this stage, or to confirm if appropriate mitigation measures are available to reduce the risk of injury.

Following concerns raised by SNCBs surrounding UXO clearance, the applicant has committed to the use of low order unexploded ordnance clearance only under the licence. High order clearance would not be authorised under the licence and a separate consent would need to be sought by the applicant should high order clearance be required. This commitment has been presented within the Outline Underwater Sound Management Strategy (Document Reference J16, version F03). As detailed within the Marine Licence Principles Document (Document Reference J9), prior to any UXO clearance taking place, a method statement would need to be submitted for approval by the Licensing Authority. In addition a MMMP would need to be submitted for approval which will include relevant mitigation in line with best practice and advice from SNCB.

NRW A welcome commitment made by the applicant to remove high order clearance of unexploded ordnance from the Marine Licence.

Although JNCC welcome the applicants commitment to remove high order clearance, they maintain their position that UXO clearance is not included in the Marine Licence due to the lack of information available at this time. JNCC highlight that if the Licensing Authority decide to include low order UXO clearance within the licence, the licence should specify that only what has been assessed within the ES can be cleared, including a maximum number of UXO to be cleared (up to 22 to reflect the parameter presented in the ES). JNCC consider that further information should be provided for approval prior to commencement of any UXO activity, specifically a method statement and a clearance plan. The applicant provided a response to comments made by JNCC within "Response to Further Consultation (document reference NRWML_11) disagreeing with the need of a separate clearance plan. The applicant clarified that the proposed method statement, as set out in the Marine Licence Principle Document (Document Reference J9), would need to be submitted in advance of works being carried out and can contain the required information. This would reduce the need to duplicate within two documents, the applicant also noted that the proposal for the submission of a method statement for UXO clearance does not preclude separate method statements being submitted for different activities/scenarios related to the clearance activities. The applicant does not consider a requirement for a clearance plan necessary. JNCC suggested in representation dated 20 May 2025 that an alternative to the clearance plan could be to provide an addendum to the method statement once site investigation work is completed.

NRW consider it appropriate to include low order unexploded ordnance clearance within the licence in line with the scope assessed as part of the Environmental Statement. NRW consider licence conditions can be used to ensure works remain within the scope of that assessed as part of the ES including limiting the number of clearance activities to 22. NRW acknowledge that although the exact detail of the clearance activities are not known at this stage, are content that these can be controlled and mitigated through conditions including requirement to submit a Method Statement for approval prior to commencement of works.

NRW consider that it is necessary to include conditions to the Marine Licence to ensure that a UXO Method Statement is submitted and approved prior to UXO activities taking place. NRW acknowledge

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JNCC suggestion of a separate Clearance Plan however is satisfied that the information required can be presented within a Method Statement which will require approval from the Licensing Authority following consultation with the SNCBs. NRW also considers this will align with requirements of the Deemed Marine Licence for the generation asset which was granted by the Secretary of State as part of the DCO.

JNCC considered that the maximum donor charge to be used should be specified for low order clearance. NRW agree with comments made by the SoS within the Decision Letter for the DCO, who was satisfied that the donor charges used for low order clearance activities would not cause any effect outside of those which are assessed in the applicants maximum design scenario as part of the ES, noting that that specific details such a donor charge size can be resolved through the approval of plans post consent including the UXO Method Statement.

Marine Archaeology

The impact of the proposed works on Marine Archaeology have been assessed within ES (Environmental Statement Volume 2, Chapter 9, Marine Archaeology, Document Reference, F2.9). The ES identifies the need for Archaeological exclusion zones around anomalies identified within the survey data that are thought to represent archaeological sites, this is to prevent any direct damage. Both, Cadw and RCAHMW, agreed with the need for archaeological exclusion zones surrounding identified sites. The assessment also proposed measures to mitigate potential impact on as yet unidentified archaeological features, specifically through the production and adherence to a Written Scheme of Investigation (WSI) and a Protocol for Archaeological Discoveries (PAD). Both Cadw and RCAHMW, concurred with this approach, and agreed to the need for a WSI and PAD.

NRW consider that a requirement for a WSI that will include details of Archaeological Exclusion Zones, and production and adherence to a PAD, are necessary and can be secured through Marine Licence conditions (see Annex 1 condition 3.30).

The Welsh Archaeological Trust (WAT) confirmed that they had engaged with the DCO process surrounding the onshore works. WAT confirmed that the use of trenchless techniques at the landfill location would ensure that any impact to archaeology was significantly minimised. WAT were satisfied that mitigation related to the onshore elements would be secured within the DCO as required and no additional requirements were required within the Marine Licence. WAT deferred to RCAHMW surrounding the offshore elements of the proposal.

Decommissioning

The ES identified the applicants intention to decommission the project on completion. The applicant has not sought consent to decommission the works under this Marine Licence application.

The Energy Act put in place the obligation for a developer to decommission the project at the end of its operation life. As such the applicant will be required to produce and adhere to a decommissioning programme approved by the Secretary of State under the Energy Act.

The applicant will need to seek consent for the licensable decommissioning activities prior to decommissioning taking place.

Cefas note that there is a potential for sediment around piles to remain for some time. At time of decommissioning consideration should be given to the potential build up of sediment surrounding piles including potential for any contaminant release during decommissioning activities. As discussed above

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a Marine Licence will be required prior to decommissioning activities taking place, relevant assessment would be expected to be provided to support any subsequent application.

Further comments received from JNCC in relation to decommissioning have been considered within section 4.1.8 (Benthic subtidal and intertidal ecology) and therefore have not been repeated.

4.1.9 Conclusion of our considerations under the need to protect the Environment

In summary, having considered the need to protect the environment, NRW does not consider that any impacts of the Project on the environment (either alone or in combination with other plans or projects) are sufficient on their own to justify refusal of the application provided that the Proposed Activities are implemented in accordance with the conditions set out in Annex 1.

4.2 The need to protect human health

A Human Health Assessment was carried out as part of the ES (Environmental Statement Volume 4, chapter 4: human health assessment, Document Reference F4.4). Public Health Wales (PHW) confirmed in representation dated 13 August 2024 that greenhouse gas emissions pose a significant public health risk therefore are supportive of the overall aim of the project to reduce greenhouse gas emissions. In representation dated 27 February 2025 PHW confirmed having reviewed the human health assessment they were satisfied that the mitigation measures proposed for the marine licences would minimise adverse impact on public health.

PHW considered that human health can be impacted by water quality and appropriate measures should be put in place. NRW consider that impact on water quality has been discussed above and consider appropriate mitigation can be secured including through the development and adherence to a EMP and an Offshore CMS (see Annex 1 condition 3.21 and 3.29).

Impact of the onshore works on human health were examined as part of the DCO examination as discussed in section 2.5.2, the ExA is satisfied that potential impacts in respect of flood risk and water quality have been appropriately assessed and that sufficient mitigation has been proposed through relevant management plans and method statements contained within the Code of Construction Practice secured to the DCO.

Aviation Safety

The MoD within representation dated 16 August 2024 detailed they had no objection to the construction and maintenance of the transmission assets of the Mona Offshore Wind Farm. However, in subsequent representation the MoD referred to their response dated 6 August 2024 to the DCO application which raised objection to the proposed DCO on the grounds of the impacts of the turbines on radar as well as providing a physical obstruction.

NRW consider that the turbines are not part of the transmission asset Marine Licence application. As detailed in section 2.5.2 the ExA and SoS during the determination of the DCO considered the impact of the Project (including the wind turbines) on aviation. The ExA considered it necessary to include a number of requirements to the DCO to ensure suitable mitigation to aviation and defence impacts were secured such as requirements for suitable radar mitigation schemes. Within the Decision Letter, the SoS detailed further consideration that was given to potential mitigation requirements relating to the Warton Aerodrome Primary Surveillance Radar as the requirement had not been agreed with the Defence Infrastructure Organisation before the Examination closed. The SoS considered that a requirement for a radar mitigation scheme could be secured to the DCO and would be subject to post consent approval from the SoS, in consultation with BAE systems and the Ministry of Defence.

4.2.1 Conclusion of our considerations under the need to protect human health

In summary, having considered the need to protect human health, NRW does not consider that any impacts of the Project (either alone or in combination with other plans or projects) are sufficient on their own to justify refusal of the application provided that the Proposed Activities are implemented in accordance with the conditions set out in Annex 1.

4.3 The need to prevent interference with legitimate uses of the sea

Legitimate uses of the sea include (but are not limited to): navigation (including taking any steps for the purpose of navigational safety); fishing; mineral extraction; and amenity use.

Commercial Fisheries

Impact on commercial Fisheries was considered within the ES (Environmental Statement Volume 2, Chapter 6, Document Reference F2.6). Welsh Government Marine Enforcement and Fisheries Division (MEO) raised concerns, in representation dated 19 August 2024, that the assessment carried out had limited data on vessels <15m, and would expect liaison with relevant Fishing Associations and local fishers. The MEO also noted that, although overall the impact of works on Inshore Static Gear Vessels was assessed as negligible, the impact on an individual fisher could be more significant. The applicant responded in *Applicants responses to other consultees* (document reference S_NMRWML_4) noting that the assessment acknowledged the lack of available data for smaller vessels, explaining why this is the case, such as small vessels not being required to use a Vessel Monitoring Systems. The applicant however identified that they had obtained additional information from Welsh Government on estimate fishing activities in Welsh water, as well as engaging with various fisheries stakeholders and proposed to continue to engage with fisheries stakeholders through the development of the Fisheries Liaison and Coexistence Plan. The applicant detailed that there is commitment within the Outline Fisheries Liaison and Co-Existence Plan (Document Reference J13) to ensure that the entire development area is not closed to fisheries during the construction phase, fishing activities would be possible within parts of the offshore cable corridor where construction activities are not taking place. No further response on the matter was provided by MEO. NRW consider that the Fisheries Liaison and Co-Existence Plan can be secured through the Marine Licence (see Annex 1 condition 3.29).

Within representation dated 4 March 2025, the MEO referred to comments submitted to the DCO process surrounding the assessment on specific species including king and queen scallop, and considered that data held by Bangor University on queen scallops within the array area should be used. The applicant provided a response to concerns raised within *Applicants responses to Further Consultation* (document reference S_NMRWML_11), justifying the methodology and assessment undertaken and signposting to where data from Bangor University had been used. The applicant referred to the Outline Fisheries Liaison and Co-Existence Plan which proposed monitoring to validate the conclusion of the assessment. In addition the applicant referred to the Offshore In-Principle Monitoring Plan (J15) which included commitment to undertake monitoring of scallop populations pre- and post-construction, and will include consideration of future work undertaken on these species by local organisations. No further comment was provided from the MEO on the matter. NRW consider that the Fisheries Liaison and Co-Existence Plan and Monitoring Plan in line with the In-Principle Monitoring Plan can be secured through the Marine Licence (see Annex 1 condition 3.29).

NRW Cockle Officer confirmed that they did not consider the proposed works would effect the Dee Estuary Cockle Fishery.

Navigation safety

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The RYA in representation dated 19 August 2024 and 4 March 2025, raised concerns surrounding the potential reduction on under keel clearance should cable burial not be possible close to shore. In particular, the RYA highlighted the passage from the River Dee to Llandudno where water depths are typically 5m or less. The applicant highlighted that impact on under keel clearance was assessed within the ES (Environmental Statement Chapter 7: Shipping and navigation, Document Reference F2.7) and concluded that less than a 5% reduction in depths would have a negligible impact on under keel clearance. The applicant highlighted that a Cable Specification and Installation Plan would be produced which would include a Cable Burial Risk Assessment. The CSIP will include burial, where possible to reduce the potential for effects on under-keel clearance. The applicant highlighted their commitment to limit the reduction in water depth to no more than 5% without prior written approval from the Licensing Authority. Within representation dated 22 May 2025, the RYA confirmed that the response from the applicant addressed their concerns. NRW consider that the requirement for a CSIP, and for limiting reduction in depths to 5% without prior written approval can be secured through Marine Licence conditions (see Annex 1 condition 3.20 and 3.27).

Within representation dated 14 August 2024, the MCA considered that a study should be undertaken to establish whether the cable would lead to any electromagnetic deviation that had the potential to effect ship compasses or other navigating systems. Should the study raise concerns, then a survey may be required along the cable route post installation. Within Table 7.17 of Volume 2 Chapter 7: Shipping and navigation of the ES (document reference F2.7) the applicant proposed as part of the CSIP to carry out a desk-based assessment of potential impacts on electromagnetic fields.

NRW consider a CSIP can be secured through Marine Licence conditions that will require a compass deviation desk-based study. In addition, if the results of the study raise concerns that compass deviation may occur which could compromise navigational safety, NRW consider that further surveys may be required and can be secured through the Marine Licence (see Annex 1 condition 3.20 and 3.25)

Following consideration of the application documents and consultation responses received, NRW consider that a number of conditions will be required in order to ensure navigational safety this includes:

- An Aids to Navigation Plan, ensuring that from commencement to decommissioning the project will exhibit such lights, marks, sounds, signals and other aids to navigation as considered necessary for the purpose of maintaining navigation safety and have a programme in place to ensure these are inspected and maintained (see Annex 1 condition 3.28).
- A requirement to notify relevant organisations and marine users prior to commencement of any phase of licensed activities and upon completion (see Annex 1 condition 3.1, 3.4, 3.6, 3.18).
- Requirement to notify HM Coastguard (HMCG) seven days in advance of any proposed Unexploded Ordnance (UXO) works (see Annex 1 condition 3.4.2)
- Emergency Response Plans and Search and Rescue Procedures agreed with the MCA (see Annex 1 condition 3.24.3).
- Requirement that the devices are regularly inspected and maintained, including cables, with the requirement for the Marine Licence Holder to inform the relevant authorities including the MCA and TH in case of damage to, destruction or decay of any devices or exposure of cables exposure of cables on or above the seabed (see Annex 1 condition 3.24).
- Requirement that all structures in the Licensable Marine Activities are coloured in a manner to ensure safety to navigation, this is to be yellow from at least highest astronomical tide to a height as directed by TH and the remainder in grey (see Annex 1 condition 3.26).

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- Requirement that navigational safety is not compromised including the identification of any cable protection that exceeds 5% reduction of navigable depth (see Annex 1 condition 3.27).
- Cable Burial Risk Assessment to determine appropriate burial depth for the subsea cable and to determine where additional protection is necessary (see Annex 1 condition 3.20).
- Prior approval of a Design Plan in consultation with the MCA and TH to ensure navigation safety has appropriately been considered (see Annex 1 condition 3.17).
- Prior approval of Navigation Monitoring which will be in accordance with the Offshore in-principle Monitoring Plan (Document Reference J15 F03 dated 14 January 2025) (see Annex 1 condition 3.19).
- Development and adherence to an offshore Environmental Management Plan (EMP) that will include a Marine Pollution Contingency Plan (MPCP) (see Annex 1 condition 3.29)
- Development of an adherence to a Vessel Traffic Management Plan which requires co-ordination of Mona Offshore Wind Project vessels during construction and operations (see Annex 1 condition 3.31).
- Following completion of construction, the requirement for a Post Construction As-Built Report detailing the as built plans, and co-ordinates of the location of each offshore platform constructed and export cable routes (see Annex 1 condition 3.38).
- A requirement that hydrographic surveys final data is supplied as a digital full density data set, and survey report to the UKHO and MCA for the updating of nautical charts and publications (in line with MGN 654 Annex 4) and to include a cable route survey post-construction (see Annex 1 condition 3.19).

4.3.1 Conclusion of our considerations regarding the need to prevent interference with legitimate uses of the sea

In summary, having considered the need to protect interference with legitimate uses of the sea, NRW does not consider that any impacts of the Project (either alone or in combination with other plans or projects) are sufficient on their own to justify refusal of the application provided that the Proposed Activities are implemented in accordance with the conditions set out in Annex 1

4.4 Marine Policy Documents**(a) The Legal framework**

NRW is required to take its decision in accordance with the appropriate marine policy documents unless relevant considerations indicate otherwise.

UK Marine Policy Statement 2011 (MPS)

The MPS is the framework for preparing Marine Plans and taking decisions affecting the marine environment.

Welsh National Marine Plan (WNMP)

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The WMNP is the Marine Plan for the Welsh inshore region and the Welsh offshore region and sets out the Welsh Government's policies for and in connection with the sustainable development of this area.

(b) Our determination**UK Marine Policy Statement 2011**

This decision has been taken in accordance with marine policy as set out in the UK Marine Policy Statement 2011 .

Welsh National Marine Plan

The applicant has considered the proposal by reference to the WNMP throughout the ES, and in addition submitted application document Welsh National Marine Plan Signposting (document reference J2.2).

The application is a Nationally Significant Infrastructure Project (NSIP) and as such the applicant has considered the national need, benefits and impacts as set out in the relevant National Policy Statement (NPS) including EN-1 (overarching National Policy Statement for Energy) and EN-3 (National Policy Statement for Renewable Energy Infrastructure).

The WNMP identifies offshore wind energy as a proven and strategically important technology with large scale development supported through policy ELC_01. EL_01 details that proposal for offshore wind energy generation will be supported where they contribute to the objectives of the WNMP, and comply with the relevant general policies and sector safeguarding policies.

The proposal is considered to comply with the relevant cross cutting general policies and has appropriately considered impact of the works including on marine ecosystems (Policy ENV_01), water quality (Policy ENV_06), underwater noise (ENV_05), Invasive non-native species (ENV_03), and Historic Assets (Policy SOC_05) which topics are discussed above.

A HRA was carried out in order to consider the impact of the works on European Protected Site. As is detailed in section 4.1.3, it was considered that adverse effect could be ruled out subject to mitigation. NRW therefore consider the proposal is in line with Policy ENV_02 Marine Protected Sites.

Policies ECON_01 and 02 of the WNMP support proposals for economically sustainable activities identifying the renewable sector as a potential significant contributor. There will be local socioeconomic benefits to the proposal as set out in the ES (Environmental Statement Volume 4 Chapter 3: Socioeconomics, Document Reference F4.3).

Due to the location of the works, the proposal is not considered to have the potential to have an adverse impact on any Tidal Stream Energy Strategic Resource Area (Policy SAF_02).

SAF_01 provides a safeguarding policy for the ports and shipping sector which includes impacts on ports and harbours as well as existing navigational routes. No concerns were raised during the determination of the Marine Licence in relation to the Transmission Assets. However, as discussed in section 2.5.1, the SoS consider the impact of the Project as a whole on navigation and shipping and considered that the Proposed Development would have an adverse impact on lifeline ferries between the Isle of Man and the UK mainland in adverse weather conditions. In addition, the Proposed Development would have an adverse cumulative impact on Stena's ferry operations between England and Belfast as a result of route deviations. The SoS ascribes substantial weight to adverse effects on major commercial navigation routes. Overall the SoS considered that navigation and shipping should be ascribed a moderate negative weight in the overall planning balance.

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Similarly, in relation to Designated landscapes and seascapes (Policy SOC_06 and SOC_07), the Offshore Substation Platforms which are part of the Transmission Asset Marine Licence application are only minor component of any impact in relation to seascapes in comparison to the scale and number of the turbines proposed. As discussed in section 2.5.2, the ExA considered the Project as a whole and was satisfied that the applicant had applied the mitigation hierarchy as far as possible to reduce the seascape, landscape and visual effects of the Proposed Development. The ExA considered a Landscape Enhancement Scheme necessary to compensate for some of the harm identified to the IoANL and ENP and can be secured through the DCO. However, significant impacts remain and the ExA attributes great weight to the adverse effects on seascape, landscape and visual matters relating the Proposed Development.

However, on balance, as discussed in section 2.5.2, the SoS considered the proposed merits of the project and considered the DCO should be granted. That is that although impacts remained there was a convincing case for proceeding.

In taking account of the above NRW consider that this decision has been taken in accordance with marine policy as set out in the WNMP.

4.5 Other matters NRW thinks relevant**4.5.1 Well-being of Future Generations (Wales) Act 2015****(a) The legal framework**

In making its decision, NRW is required to take all reasonable steps to meet its published well-being objectives, which are designed to maximise NRW's contribution to achieving each of the well-being goals set out in the Well-being of Future Generations (Wales) Act 2015. NRW must also act in accordance with the principles of sustainable development.

(b) Our determination

NRW has taken into account its well-being objectives and is satisfied that its decision is consistent with meeting those objectives.

NRW is also satisfied that its decision is consistent with the sustainable development principle i.e. seeking to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

4.5.2 Sustainable management of natural resources**(a) The legal framework**

NRW's general purpose is to pursue the sustainable management of natural resources in relation to Wales and applying the principles of sustainable management of natural resources as set out in section 4 of the Environment (Wales) Act 2016 so far as consistent with the proper exercise of its functions.

(b) Our determination

NRW is satisfied that this decision, when implemented in accordance with the attached conditions, is consistent with its general purpose of pursuing the sustainable management of natural resources in relation to Wales, and applying the principles of sustainable management of natural resources.

5 Conclusions and Recommendations

Based on all the information available, and having regard to all relevant considerations including consultation responses, NRW's decision is to grant the marine licence sought by the Application. We

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have reached this decision having had regard to the relevant legal framework outlined in section 4 and have also explained in section 4 how each of the legal requirements have been considered. NRW has determined that a Marine Licence for the Proposed Activities should be granted.

Conditions have been attached to the Marine Licence as set out in Annex 1. The reason for the inclusion of each condition is set out with the conditions.

AUTHORISATION

Report by: Peter Morrison Position: Lead Specialist Officer	Date: 19 September 2025	Signed: Peter Morrison
Authorised by: Emmer Litt Position: Marine Licensing Team Leader	Date: 23 September 2025	Signed: 

ANNEX 1

Conditions imposed and reasons for those conditions

Note: Condition numbers used below reflect the condition numbers used in the licence.

CONDITIONS

Notification and Inspection

3.1 Notification of Commencement

- 3.1.1** The Licence Holder must notify the Licensing Authority no less than **10 days** before the commencement of the Licensed Activities, or an individual phase of the Licensed Activities, is expected to commence.

Reason: To ensure the Licensing Authority are aware of the commencement of Licensed Activities.

- 3.1.2** The Licence Holder must notify Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) no less than **10 days** before the commencement of the Licensed Activities, or an individual phase of the Licensed Activities, is expected to commence.

Reason: To ensure the Marine Enforcement Officers are aware of the commencement of Licensed Activities.

- 3.1.3** The Licence Holder must ensure that local mariners and fishermen's organisations, HM Coastguard and UK Hydrographic Office are made fully aware of the Licensed Activities through local notices to mariners **14 days** prior to the commencement of the Licensed Activities, or an individual phase of the Licensed Activities, is expected to commence. The notice should detail the start date of the works and expected vessel routes from the port to the location.

Reason: To minimise interference with other sea users and ensure other vessels in the vicinity can safely plan and conduct their passage.

- 3.1.4** The Licence Holder must ensure that local notification to marine users are updated and reissued at weekly intervals while construction activities are ongoing and at least **5 days** before any planned operations and maintenance works. This must be supplemented with VHF radio broadcasts agreed with the Maritime and Coastguard Agency.

Reason: To ensure other vessels in the vicinity can safely plan and conduct their passage.

- 3.1.5** The Licence Holder must notify The Kingfisher Information Service of Seafish no less than **14 days** prior to the commencement of the Licensed Activities, or an individual phase of the Licensed Activities, is expected to commence. The notice should detail the start date of the works and expected vessel routes from the port to the location.

Reason: To ensure other vessels in the vicinity can safely plan and conduct their passage.

- 3.1.6** The Licence Holder must ensure that the UK Hydrographic Office Radio Navigation Warnings section is made aware of the Licensed Activities at least **24 hours** prior to commencement by contacting Radio Navigation Warnings at NavWarnings@UKHO.gov.uk.

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Reason: To minimise interference with other sea users and ensure other vessels in the vicinity can safely plan and conduct their passage.

3.2 Notification of Vessels and/or Vehicles

The Licence Holder must ensure that the details of the vessels and/or vehicles utilised to undertake the Licensed Activities are submitted to the Licensing Authority and Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) at least 24 hours prior to the commencement of the Licensed Activities.

Reason: To ensure that the Licensing Authority are made aware, in a timely manner, of the vessels and/or vehicles operating under this licence to enable the Licensing Authority to comply with the reporting obligations in the Marine Licensing (Register of Licensing Information (Wales) Regulations 2011 as amended.

3.3 Notification of Agents/Contractors/Sub-contractors

The Licence Holder must ensure that details of any agent(s), contractor(s) or sub-contractor(s) utilised to undertake the Licensed Activities are submitted to the Licensing Authority at least 24 hours prior to the commencement of Licensed Activities.

Reason: To ensure that the Licensing Authority are made aware, in a timely manner, of the agent(s), contractor(s) or sub-contractor(s) operating under this licence and in order to enable the Licensing Authority to comply with the reporting obligations in the Marine Licensing (Register of Licensing Information (Wales) Regulations 2011 as amended.

3.4 Notification of HM Coastguard

3.4.1 The Licence Holder must ensure that HM Coastguard is made aware of the Licensed Activities 1, 2, 3 (Table 1) and 5 (Table 2) at least **14 days** prior to commencement by contacting The National Maritime Operations Centre at zone31@hmcg.gov.uk.

Reason: To ensure the safety of navigation.

3.4.2 The Licence Holder must notify HM Coastguard **7 days** in advance of Licensed Activity 4 (low order Unexploded Ordnance clearance), by contacting The National Maritime Operations Centre at zone31@hmcg.gov.uk and to include emergency contact information for the vessel and the expected timescale of operation. Verbal communication should be made directly with HM Coastguard at the start of the unexploded ordnance works, and again to notify the end of the clearance. This can be established either using the appropriate radio channels/frequencies or via telephone to Holyhead Maritime Rescue Coordination Centre (MRCC) on 01407 762051.

Reason: To ensure the safety of navigation.

3.5 Inspection of Licensed Activities

3.5.1 The Licence Holder must allow Marine Enforcement Officers or any other person authorised by the Licensing Authority to inspect the Works at any reasonable time.

Reason: To allow for inspection of the Licensed Activities to check compliance with the Licence.

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- 3.5.2 Subject to meeting any mandatory health and safety obligations, the Licence Holder must provide, at reasonable notice, access and, if necessary, appropriate transportation to the offshore construction site or any other associated works or vessels to facilitate any inspection that the Licensing Authority, or Marine Enforcement Officers consider may be necessary.

Reason: To allow for inspection of the Licensed Activities to check compliance with the Licence.

3.6 Notification of Completion

- 3.6.1 The Licence Holder must notify the Licensing Authority within **10 days** of completion of the Licensed Activities, or an individual phase of the Licensed Activities.

Reason: To ensure the Licensing Authority are aware of the completion of Licensed Activities.

- 3.6.2 The Licence Holder must notify Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) within **10 days** of completion of the Licensed Activities, or an individual phase of the Licensed Activities.

Reason: To ensure the Marine Enforcement Officers are aware of the completion of Licensed Activities

- 3.6.3 The Licence Holder must notify the UK Hydrographic Office of the Licensed Area and the Licensed Activities within **10 days** of the completion of the Licensed Activities or an individual phase of the Licensed Activities.

Reason: To permit the promulgation of Maritime Safety Information and the updating of nautical charts and publications to ensure other vessels in the vicinity can safely plan and conduct their passage.

- 3.6.4 The Licence Holder must notify The Kingfisher Information Service of Seafish as soon as reasonably practicable and no later than 24 hours after completion of the Licensed Activities or an individual phase of the Licensed Activities.

Reason: To ensure other vessels in the vicinity can safely plan and conduct their passage.

3.7 Accident or Emergency

- 3.7.1 If, by reason of force majeure any substances or articles are deposited otherwise than as permitted as part of the Licensed Activities or in the Licensed Area full details of the circumstances shall be notified to the Licensing Authority, Trinity House, Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) and the Maritime and Coastguard Agency within **48 hours** of the incident occurring.

Reason: To allow the Licensing Authority to take appropriate action to ensure the appropriate removal of the unlicensed deposit.

- 3.7.2 If it is necessary for the Licence Holder to recover or remove any equipment, plant or machinery used to undertake the Licensed Activities that have been dropped as a result of an accident or emergency, the Licence Holder is permitted to do so provided that the methodology for such recovery or removal has been approved by the Licensing Authority.

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Reason: To allow for the recovery of objects that have been accidentally dropped when carrying out the Licensed Activities.

- 3.7.3** The Licence Holder must submit a Dropped Object Plan (DOP) to the Licensing Authority for written approval at least **4 months** prior to commencement of Licensed Activities. No Licensed Activities may be undertaken prior to written approval from the Licensing Authority.

Reason: To ensure a plan is in place to for actions to be taken for objects accidentally dropped during licensed activities.

- 3.7.4** The Licence Holder must ensure that any actions outlined in the DOP detailed in condition 3.7.3 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the action outlined in the document must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure a plan is in place to for actions to be taken for objects accidentally dropped during licensed activities.

3.8 Distribution of Copies of this Licence

The Licence Holder is required to ensure that a copy of this Licence is given to:

- All agent(s), contractor(s) and sub-contractor(s) whose names have been provided to the Licensing Authority under condition 3.3 and
- The Masters of any vessels and transport managers responsible for the vehicles employed in accordance with this Licence whose details have been submitted to the Licensing Authority under condition 3.2.

Reason: To ensure that all agent(s), contractor(s), sub-contractor(s) and vessel Masters are aware of their obligations under the conditions established within this Licence to ensure compliance with the conditions.

3.9 Inspection of Documents

Copies of this Licence shall be made available at the following locations:

- at the address of the Licence Holder specified in section 1.2;
- at any site office, located at or adjacent to the Licensed Area, used by the Licence Holder or its agent(s), contractor(s) or sub-contractor(s) responsible for the loading transportation or deposit of any substances or articles permitted as part of the Licensed Activities;
- on board each vessel or vehicle carrying out Licensed Activities.

The documents referred to in this Condition shall be available at all reasonable times for inspection by officers appropriately authorised by the Licensing Authority and authorised Marine Enforcement Officers at the locations stated in that paragraph.

Reason: To ensure that all agent(s), contractor(s), sub-contractor(s) and vessel Masters may access the details of this Licence at all times and to ensure that the details of this Licence are available

for inspection when required.

3.10 Notified Contractors, Vessels and/or Vehicles only to Carry out Licensed Activities

Only those agent(s), contractor(s), sub-contractor(s), vessels and/or vehicles whose details have been notified to the Licensing Authority may operate under the terms of this Licence. Any changes must be notified to the Licensing Authority and Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) in writing prior to any such agent, contractor, subcontractors or vehicles carrying out any Licensed Activities pursuant to or otherwise operating under this Licence.

Reason: To ensure that the Licensing Authority are made aware, in a timely manner, of the agent(s), contractor(s) or sub-contractor(s) operating under this Licence to enable the Licensing Authority to comply with the reporting obligations in The Marine Licensing (Register of Licensing Information (Wales) Regulations 2011 as amended.

3.11 Equipment, Structures and Access

The Licence Holder must ensure that all equipment, temporary structures, access tracks, waste and/or debris associated with the Licensed Activities are removed on completion of the Licensed Activities unless otherwise approved in writing by the Licensing Authority.

Reason: To minimise impacts to the marine environment and other users of the sea/seabed. Approval otherwise may be granted in certain circumstances for accidentally dropped objects in line with condition 3.7.

3.12 Removal of Deposited Material

If the Licensing Authority considers it necessary or advisable for the safety of navigation, the Licence Holder must remove any deposit specified by the Licensing Authority or Marine Enforcement Officers within one month of notice being given by the Licensing Authority, or as otherwise agreed, and shall not replace such material until the Licensing Authority has given its written approval.

Reason: To ensure that any material which may pose a hazard to safe navigation has been removed.

3.13 Pollution Prevention

The Licence Holder must ensure that pollution prevention best practice is adhered to at all times. Any incidents must be reported to the Licensing Authority as soon as possible using the hotline number 0300 065 3000.

Reason: To minimise the risk of pollution incidents, and to ensure the timely report of such incidents, to enable the Licensing Authority to take action as appropriate.

3.14 Spillage of Pollutants

The Licence Holder must employ bunding, storage facilities and spill kits to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment. Secondary containment must be used with a capacity of no less than 110% of the container's storage capacity

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Reason: To minimise the risk of fuel/oil entering the marine environment.

3.15 Prevention of Disposal of Man-made Debris

The Licence Holder must ensure that all reasonable precautions are taken to prevent the disposal of man-made debris to the marine environment. Such material must be removed immediately and be disposed of appropriately unless otherwise approved in writing by the Licensing Authority.

Reason: To minimise the amount of man-made materials disposed of at sea. Approval otherwise may be granted in certain circumstances for accidentally dropped objects in line with condition 3.7.

3.16 Coating

The Licence Holder must ensure that any coatings/treatments used in carrying out the Licensed Activities are suitable for use in the marine environment and are used in accordance with best environmental practice.

Reason: To ensure hazardous chemicals that may be toxic, persistent or bio-accumulative are not released into the marine environment and to minimise the risk of marine pollution incidents by adopting best practice techniques.

3.17 Design Plan

3.17.1 The Licence Holder must submit a Design Plan to the Licensing Authority for written approval at least **4 months** prior to the commencement of Licensed Activities 1 and 5. Licensed Activities 1 and 5 may not be undertaken prior to written approval from the Licensing Authority. The plan should set out the proposed details of the project, including:

- (i) the number, dimensions, specification, foundation type(s) and depth for each offshore substation platforms;
- (ii) confirmation of whether the offshore substation platform and interconnector cables between the offshore substation platforms are to be constructed under this Marine Licence.
- (iii) the grid coordinates of the centre point of the proposed location for each offshore substation platform;
- (iv) proposed layout of all cables;
- (v) location and specification of all other aspects of the authorised project, and
- (vi) locations of any archaeological exclusion zones.

3.17.2 The Licence Holder must ensure that any actions outlined in the Design Plan detailed in condition 3.17.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the action outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure that the infrastructure to be constructed remain within the limits of those assessed within the Environmental Statement and are appropriately arranged to maintain navigational safety.

3.18 Construction Programme

3.18.1 The Licence Holder must submit a Construction Programme for each individual phase of the Licensed Activities to the Licensing Authority for written approval at least **4**

months prior to commencement of Licensed Activities 1 and 5. Licensed Activities 1 and 5 may not be undertaken prior to written approval from the Licensing Authority. The Construction Programme for each individual phase of the Licensed Activities must include:

- (i) the proposed date of commencement of the Licensed Activities;
- (ii) the proposed timings for mobilisation of plant delivery of materials and installation works;
- (iii) indicative written construction programme for each Licensed Activities, and
- (iv) a plan for notifying NRW, Maritime and Coastguard Agency, Trinity House and Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) of the commencement and completion of each phase of licensed activities and of any changes to the planned timetable.

3.18.2 The Licence Holder must ensure that any actions outlined in the Construction Programme detailed in condition 3.18.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure the Licensing Authority, Maritime and Coastguard Agency, Trinity House and Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) are aware of the construction programme.

3.19 Monitoring Plans

3.19.1 The Licence Holder must submit Monitoring Plans, including the specification for the pre-construction, construction and post construction monitoring, to the Licensing Authority for written approval. The Monitoring Plans must be in accordance with the Offshore in-principle Monitoring Plan (J15, F03). Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority in accordance with conditions 3.19.3, 3.19.4 and 3.19.5.

Unless otherwise approved in writing with the Licensing Authority, the Monitoring Plans must include, but not limited to:

- (i) specification for monitoring, including methodologies and timings;
- (ii) details of proposed pre- and post-construction monitoring surveys to take place across the construction area;
- (iii) details of proposed underwater noise monitoring to measure noise generated from piled foundations;
- (iv) details of proposed swath bathymetric survey to IHO Order 1a of the Mona Offshore Cable Corridor in which it is proposed to carry out construction works including an appropriate buffer area around the location of each work to fulfil the requirements of MGN 654 (Safety of Navigation: Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency Response), (or any successor document) and its supporting 'Hydrographic Guidelines for Offshore Renewable Energy Developers';
- (v) a Vessel Traffic Monitoring Strategy;
- (vi) details of proposals for monitoring offshore cables including cable protection during the operational lifetime of the authorised project which includes a risk based approach to the management of unburied or shallow buried cables;

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(vii) timetable for related reporting.

- 3.19.2** The Licence Holder must ensure that any actions outlined in the Monitoring Plans detailed in condition 3.19.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.
- 3.19.3** The pre-construction Monitoring Plan required under condition 3.19.1 must be submitted to the Licensing Authority for written approval at least **4 months** before pre-construction surveys commence.
- 3.19.4** The construction Monitoring Plan required under condition 3.19.1 must be submitted to the Licensing Authority for written approval at least **4 months** prior to construction.
- 3.19.5** The post-construction Monitoring Plan required under condition 3.19.1 must be submitted to the Licensing Authority for written approval at least **4 months** prior to operation.
- 3.19.6** The Licence Holder must submit environmental monitoring reports for approval to the Licensing Authority in accordance with the timetable approved within the Monitoring Plans.
- 3.19.7** In accordance with condition 3.19.1 the Licence Holder must complete hydrographic surveys of the Licensed Area, or subsections thereof, to the IHO Order 1a survey standard. On completion of these surveys the results and corresponding report of survey must be submitted to the UK Hydrographic Office, with notification to the Maritime and Coastguard Agency.

Reason: To ensure that suitable monitoring is carried out and that the information collated during monitoring is robust and tailored to detect changes from the baseline, testing predictions.

3.20 Cable Specification and Installation Plan (CSIP)

- 3.20.1** The Licence Holder must submit a CSIP to the Licensing Authority for written approval at least **4 months** prior to commencement of the cable construction and deposit works (Licensed Activity 1) outlined in Table 1 or an individual phase of cable construction and deposit work. No construction and deposit of cable and cable protection may be undertaken prior to written agreement from the Licensing Authority. The CSIP must include the following information, unless otherwise approved by the Licensing Authority:
- (i) technical specifications;
 - (ii) location, including outlines of cable crossings, burial, and surface laid sections;
 - (iii) timings, including duration of intertidal works;
 - (iv) a Burial Risk Assessment to ascertain burial depths and cable laying techniques including cable protection. The assessment should identify any cable protection that exceeds 5% of navigable depth referenced to chart datum. In the event that any area of cable protection exceeding 5% of navigable depth is identified, the details of any steps to be taken to ensure existing and future safe navigation is not compromised, should be presented;

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- (v) desk based compass deviation study;
- (vi) proposed locations, types, and quantities of cable protection to be deposited;
- (vii) installation and cable laying techniques;
- (viii) cable crossing armouring methodology;
- (ix) installation machinery failure contingency plan;
- (x) location, type, and quantity of any wet-stored cabling and/or cable protection and the proposed duration of the wet storage
- (xi) proposals for monitoring offshore cables including cable protection during the operational lifetime of the authorised project, including a risk based approach to the management of unburied or shallow buried cables, and
- (xii) restrictions on cable protection and sandwave clearance on the Constable Bank and within the Menai Strait and Conwy Bay SAC in accordance with the Mitigation and Monitoring Schedule (J10 F07).

3.20.2 The Licence Holder must ensure that any actions outlined in the CSIP detailed in condition 3.20.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: : To ensure the proposed works follow best practice, fall within the parameters assessed within the Environmental Statement and that environmental and navigational risk are appropriately mitigated.

3.21 Offshore Construction Method Statement (CMS)

3.21.1 The Licence Holder must submit an offshore CMS to the Licensing Authority for written approval at least **4 months** prior to commencement of the Licensed Activities 1, 2 and 5 or an individual phase of Licenced Activities. The offshore CMS must be in accordance with the Construction Methods assessed in the Environmental Statement. Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority.

3.21.2 The Licence Holder must ensure that any actions outlined in the offshore CMS detailed in condition 3.21.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: : To ensure construction procedures are approved adoption best working practices and have considered environmental and navigational mitigation.

3.22 Scour Protection Management Plan

3.22.1 The Licence Holder must submit a Scour Protection Management Plan to the Licensing Authority for written approval at least 4 months prior to commencement of any Licensed Activities 1 and 5 or an individual phase of Licenced Activities. Licensed Activities 1 and 5 may not be undertaken prior to written approval from the Licensing Authority.

3.22.2 The Licence Holder must ensure that any actions outlined in the Scour Protection Management Plan detailed in condition 3.22.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

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Reason: To consider the need for scour protection where there is potential for scour to develop around wind farm infrastructure, and to ensure that the proposed works follow best practice and have considered environmental and navigational mitigation.

3.23 Operations and Maintenance Plan (OMP)

3.23.1 The Licence Holder must submit a OMP to the Licensing Authority for written approval at least **4 months** prior to operation, and be provided for review and resubmission every three years during the operational phase. Operation may not commence prior to written approval from the Licensing Authority.

3.23.2 The Licence Holder must ensure that any actions outline in the OMP detailed in condition 3.23.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure operation and maintenance procedures are approved adoption best working practices and have considered environmental and navigational mitigation.

3.24 Navigational Safety

3.24.1 The Licence Holder must ensure a regular programme of monitoring of structure condition. In case of damage, destruction or decay of any structure or part of a structure, excluding the exposure of cables, the Licence Holder shall, as soon as possible and no later than **24 hours** after becoming aware of such damage, destruction or decay, notify Trinity House, Maritime and Coastguard Agency, Kingfisher Information Service or Seafish, regional fisheries contacts, UK Hydrographic Office, Welsh Government Marine & Fisheries Division (Control & Enforcement Branch) and the Licensing Authority.

3.24.2 In the event of buried cables becoming exposed on or above the seabed, the Licence Holder must issue a notice to mariners and notify the Kingfisher Information Service and regional fisheries contacts of the location and extent of exposure no later than **3 days** following its identification. Copies of all said notices must be provided to the Licensing Authority, Trinity House, Welsh Government Marine & Fisheries Division (Control & Enforcement Branch), UK Hydrographic Office and Maritime and Coastguard Agency within **5 days**.

3.24.3 No part of the Licensed Activities may commence prior to written approval from the Licensing Authority in consultation with the Maritime and Coastguard Agency that a Search and Rescue checklist has been agreed and is in place in line the requirements of MGN654 Offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response (or any successor document)

Reason: To ensure the safety of navigation

3.25 Compass Deviation Survey

3.25.1 If requested by the Licensing Authority, the Licence Holder must undertake a Compass Deviation Survey and submit a report to the Licensing Authority for written approval within **4 months** of the request being made.

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3.25.2 If the results of the survey detailed in condition 3.25.1 identifies compass deviation, the Licence Holder must provide recommendations within the report detailed in condition 3.25.1 to prevent compass deviation.

3.25.3 The Licence Holder must ensure that any proposed mitigation to prevent compass deviation outlined in the report detailed in condition 3.25.1 are implemented as approved in writing by the Licensing Authority.

Reason: To ensure the safety of navigation.

3.26 Colouring of Infrastructure

The Licence Holder must colour all structures yellow (colour code RAL 1023) from at least Highest Astronomical Tide to a height as directed by Trinity House. Unless the Licensing Authority otherwise directs, the Licence Holder must paint the remainder of the structures grey (colour code RAL 7035).

Reason: To ensure the safety of navigation

3.27 Depth Reduction

The Licence Holder must ensure that there is no more than 5% reduction in surrounding depth referenced to Chart Datum at any location within the Licensed Area resulting from cable protection activity without prior written approval from the Licensing Authority.

Reason: To ensure the safety of navigation, and to minimise potential impacts on physical processes and benthic habitats as a result of cable protection.

3.28 Aids to Navigation

3.28.1 The Licence Holder must submit an Aids to Navigation Management Plan to the Licensing Authority for written approval at least **4 months** prior to commencement of the Licensed Activities 1, 2 and 5 or an individual phase of Licenced Activities. Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority. The Aids to Navigation Management Plan must consider all stages of the Licensed Activities and provide details on location and specification of all infrastructure and aspects of the Project, navigation lights and markings of infrastructure, in addition to any additional aids to navigation required.

3.28.2 The Licence Holder must ensure that any actions outlined in the Aids to Navigation Management Plan detailed in condition 3.28.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

3.28.3 The Licence Holder must provide reports to Trinity House on the availability of aids to navigation in accordance with the frequencies set out in the Aids to Navigation Management Plan using the reporting system provided by Trinity House.

3.28.4 The Licence Holder must ensure that the Licensed Activities exhibit such lights, marks, sounds, signals and other aids to navigation and to take such steps for the prevention of danger to navigation as directed by Trinity House.

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3.28.5 The Licence Holder must during the whole period from the commencement of construction of the authorised project to the completion of decommissioning, notify the Licensing Authority and Trinity House of any failure of the aids to navigation and the timescales and plans for remedying such failures, as soon as possible and no later than **24 hours** following the undertaker becoming aware of any such failure.

Reason: To ensure the safety of navigation

3.29 Environmental Management Plan (EMP)

3.29.1 The Licence Holder must submit a EMP to the Licensing Authority for written approval at least 4 months prior to commencement of the Licensed Activities 1, 2 and 5. Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority. Unless otherwise approved in writing with the Licensing Authority the EMP must include;

- (i) a Marine Pollution Contingency Plan to address the risks, methods and procedures to deal with any spills and collision incidents during construction and operation of the authorised project in relation to all activities carried out;
- (ii) a chemical risk assessment, including information regarding how and when chemical are to be used, stored and transported in accordance with recognised best practice guidance;
- (iii) waste management and disposal arrangements;
- (iv) a Fisheries Liaison and Coexistence Plan in accordance with the Outline Fisheries Liaison and Coexistence Plan (J13, F03);
- (v) measures to minimise disturbance to marine mammals and rafting birds from transiting vessels in accordance with the measures to minimise disturbance to marine mammals and rafting birds from transiting vessels (J17, F03);
- (vi) Biosecurity Risk Assessment and an Invasive Non-Native Species Plan.

3.29.2 The Licence Holder must ensure that any actions outlined in the EMP detailed in condition 3.29.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure procedures in line with best working practices and have considered environmental and navigational mitigation.

3.30 Marine Archaeology

3.30.1 The Licence Holder must submit a Protocol for Archaeological Discoveries (PAD) to the Licensing Authority for written approval at least **4 months** prior to commencement of any Licensed Activities 1, 2 and 5 or an individual phase of Licenced Activities. Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority.

3.30.2 The Licence Holder must ensure that any actions outlined in the PAD detailed in condition 3.30.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

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3.30.3 The Licence Holder must submit an Offshore Written Scheme of Investigation (Offshore WSI) to the Licensing Authority for written approval at least **4 months** prior to commencement of any Licensed Activities 1, 2 or 5 or an individual phase of Licensed Activities. The Offshore WSI must be in accordance with the Outline Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries (J18, F03). The Offshore WSI must detail the archaeological assessment and mitigation works offshore and within the inter-tidal area including providing the position and extent of Archaeological Exclusion Zones and establish methods for their monitoring. Licensed Activities 1, 2 or 5 may not be undertaken prior to written approval from the Licensing Authority.

3.30.4 The Licence Holder must ensure that any actions outlined in the Offshore WSI detailed in condition 3.30.3 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To minimise impact to the Historic Environment and ensure the integrity of archaeologically important items are not compromised.

3.31 Vessel Traffic Management Plan (VTMP)

3.31.1 The Licence Holder must submit a VTMP to the Licensing Authority for written approval at least **4 months** prior to commencement of the Licensed Activities 1, 2 and 5. The VTMP must be in accordance with the Outline Vessel Traffic Management Plan (J14, F02). Licensed Activities 1, 2 and 5 may not be undertaken prior to written approval from the Licensing Authority.

3.31.2 The Licence Holder must ensure that any actions outlined in the VTMP detailed in condition 3.30.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure the safety of navigation

3.32 Marine Mammal Mitigation Protocol (MMMP)

3.32.1 The Licence Holder must submit a MMMP to the Licensing Authority for written approval at least 4 months prior to commencement of piling activities. The MMMP must be in accordance with the Outline MMMP (J21, F03). No piling activities may be undertaken prior to written approval from the Licensing Authority.

3.32.2 The Licence Holder must ensure that any actions outlined in the MMMP detailed in condition 3.32.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To minimise the risk to marine mammals during piling activities

3.33 Underwater Sound Management Strategy (USMS)

3.33.1 The Licence Holder must submit an USMS to the Licensing Authority for written approval at least 4 months prior to commencement of piling activities and low order unexploded ordnance clearance unless otherwise agreed with the Licensing Authority.

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The USMS must be in accordance with the Outline Underwater Sound Management Strategy (J16, F03). No piling activities or low order unexploded ordnance clearance may be undertaken prior to written approval from the Licensing Authority.

- 3.33.2** The Licence Holder must ensure that any actions outlined in the USMS detailed in condition 3.33.1 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To minimise the risk to marine mammals and fish during piling and/or UXO clearance activities

3.34 UK Marine Noise Registry

- 3.34.1** The Licence Holder must complete an entry into the UK Marine Noise Registry detailing the proposed dates and locations and nature of the piling activities at least **10 days** prior to its commencement.
- 3.34.2** The Licence Holder must amend the marine noise registry proposed activity form should the timing of the piling activities alter or no longer remain part of the project.
- 3.34.3** The Licence Holder must complete an entry into the Marine Noise Registry detailing the actual dates, location(s) and nature of the Impact Pile Driving every **6 months** following the commencement of piling activities until the completion of piling activities with the final entry to be completed within **8 weeks** of completion of the noisy activity.

Reason: To ensure noisy activities are recorded as part of the UK commitment to the Marine Strategy Framework Directive (MSFD)

3.35 Low Order Unexploded Ordnance clearance

- 3.35.1** The Licence Holder must submit a Unexploded Ordnance Clearance Method Statement for low order unexploded ordnance clearance to the Licensing Authority for written approval at least 4 months prior to commencement of Licensed Activity 4. Licensed Activity 4 may not be undertaken prior to written approval from the Licensing Authority. The Method Statement must include;
- (i) Methodologies for;
 - a. Identification and investigation of potential unexploded ordnance targets;
 - b. Low order unexploded ordnance clearance;
 - c. Removal and disposal of large debris;
 - (ii) A plan showing the area in which clearance activities are proposed to take place;
 - (iii) A programme of works;
 - (iv) Any exclusion zones and/or environmental micro-siting requirements; and
 - (v) confirmation of the total number of low order unexploded ordnance to be cleared under this Marine Licence
 - (vi) proposed environmental and navigation management measures

- 3.35.2** The Licence Holder must ensure that any actions outlined in the Unexploded Ordnance Clearance Method Statement detailed in condition 3.35.1 are implemented as

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approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To ensure procedures and working programme are approved adoption best working practices and have considered environmental and navigational mitigation.

3.35.3 The Licence Holder must submit an Offshore Written Scheme of Investigation and a Protocol for Archaeological Discoveries specific for unexploded ordnance clearance to the Licensing Authority for written approval at least 4 months prior to commencement of Licensed Activity 4. Licensed Activity 4 may not be undertaken prior to written approval from the Licensing Authority.

3.35.4 The Licence Holder must ensure that any actions outlined in the unexploded ordnance clearance Offshore Written Scheme of Investigation and protocol for archaeological discoveries detailed in condition 3.35.3 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To minimise impact to the Historic Environment and ensure the integrity of archaeologically important items are not compromised.

3.35.5 The Licence Holder must submit an unexploded ordnance clearance specific MMMP to the Licensing Authority for written approval at least 4 months prior to commencement of Licensed Activity 4. Licensed Activity 4 may not be undertaken prior to written approval from the Licensing Authority.

3.35.6 The Licence Holder must ensure that any actions outlined in the unexploded ordnance clearance specific MMMP detailed in condition 3.35.5 are implemented as approved in writing by the Licensing Authority. Any proposed changes to the actions outlined in the documents must be submitted to, and approved in writing by the Licensing Authority prior to any changes being enacted.

Reason: To minimise the risk to marine mammals during unexploded ordnance clearance

3.35.7 The Licence Holder must submit to the Licensing Authority an unexploded ordnance close-out report within 3 months following the end of the unexploded ordnance clearance activity and must include the following for each clearance undertaken;

- (i) Co-ordinates, depths, current speed, charge utilised and the date and time of each clearance; and
- (ii) Whether any mitigation was deployed including feedback on practicalities of deployment of equipment and efficacy of the mitigation where reasonably practicable, or justification if this information is not available.

Should there be more than one unexploded ordnance clearance activity, the report required under condition 3.35.7 will be provided at intervals agreed with the Licensing Authority.

Reason: To provide information to Licensing Authority once clearance activities has taken place, and provide feedback on mitigation measures.

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3.35.8 No High order unexploded ordnance clearance is permitted by this Marine Licence.

Reason: To ensure High Order unexploded ordnance is not carried out under the Marine Licence.

3.36 Disposal Returns

3.36.1 Certified returns of quantities of substances or articles deposited under this Licence are required to be submitted in writing to the Licensing Authority by **31 January** for the months July to December inclusive and **31 July** each year for the months January to June inclusive. The returns must specify the full Licence number and amount deposited (tonnage) each calendar month at each authorised Deposit Area. Where no deposit is made in a given period a NIL return is required.

3.36.2 If this Licence expires during the course of the calendar year and is not superseded by a further Licence relating to the Licensed Activities, a certified return of quantities of substances or articles deposited under this Licence shall be submitted in writing to the Licensing Authority not later than **28 working days** after the Licence End Date.

Reason: To collect disposal records to comply with the requirements of the OSPAR convention.

3.37 Record of Quantity of Disposed Material

The Licence Holder must keep a written log of Disposal Activities at the Designated Disposal Site as described in Table 2. This log must be available for inspection by appropriately authorised officers of the Licensing Authority and Marine Enforcement Officers. The Log must contain the following information:

- the name of the vessel;
- the quantity and type of each substance disposed at sea;
- the date and time of Disposal Activities, and
- latitude and longitude position (in WGS84) of the deposit within the Designated Disposal Site.

Reason: To allow the Licensing Authority and Marine Enforcement Officers to check compliance with the Licence.

3.38 Post Construction As-Built Report

3.38.1 The Licence Holder must provide to the Licensing Authority the following information within **4 months** of completion of the Licensed Activities for written approval:

- (i) Confirmation of construction completion date;
- (ii) As built plans;
- (iii) The final locations (in WGS84) and technical specifications of the cables;
- (iv) The final locations (in WGS84) of buried and surface-laid sections of the cables;
- (v) Latitude and longitude coordinates of the centre point of the location for each offshore substation platform; provided as Geographical Information System data referenced to WGS84 datum;
- (vi) The final locations (in WGS84), types, and quantities of cable protection and scour protection used, deposited, or installed, and

(vii) Identification of potential dangers to navigation

3.38.2 In the event that any potential danger to navigation is identified following the completion of the Licensed Activities, the Licence Holder must propose measures to ensure the safety of navigation in writing to the Licensing Authority for written approval. The measures must be implemented as approved by the Licensing Authority.

Reason: To ensure the Licensing Authority is aware of the final position of all infrastructure including the laid position of the cable and rock protection and to ensure navigational safety. To allow adaptive management of potential navigation risk based on the final as laid design.

3.39 Compliance Report

3.39.1 The Licence Holder must produce and submit a report on compliance with the conditions in this Marine Licence for the approval of the Licensing Authority at least **4 months** prior to commencement of the Licensed Activities or an individual phase of Licenced Activities.

3.39.2 The report must identify where the monitoring has been, or is to be undertaken for each phase of construction. The report must also identify the relevant plans and how conditions have or are to be addressed. No Licensed Activities may be undertaken prior to written approval from the Licensing Authority.

Reason: To ensure compliance with the licence prior to commencement of Licensed activities.

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Documents submitted in support of the licence application received 29 April 2024

Reference	Document	Version
A: Application Information		
A1	NRW Marine Licence Application Form	F02
A2	Guide to NRW Marine Licence	F02
A3	NRW Marine Licence Application Letter	F01
A4	NRW Marine Licence Plan	F01
A5	Mona Disposal Sites Coordinates	F01
A5.1	Mona Array Area Disposal Sites ZIP	F01
A5.2	Mona Offshore Cable Corridor Disposal Site ZIP	F01
A6	Mona Marine Licence Area Coordinates	F01
A6.1	Mona Marine Licence Area ZIP	F01
A7.1	A7.1_Mona_Sediment Sampling Results-2021(1)	F01
A7.2	A7.2_Mona_Sediment Sampling Results-2021(2)	F01
A7.3	A7.3_Mona_Sediment Sampling Results-2022(1)	F01
A7.4	A7.4_Mona_Sediment Sampling Results-2022(2)	F01
B: Plans and Drawings		
B1	Location Plans	F01
B2	Offshore Order Limits and Grid Coordinates Plan	F01
B4	Works Plans – Offshore and Intertidal	F02
B8	Indicative Extent of Marine Licences	F01
B9	Indicative Extent of Consents – Cross Section	F01
B10	Offshore Statutory and Non-Statutory Nature Conservation Sites	F01
B12	Offshore Historic Environment Plan	F01
C: Draft Development Consent Order		
C1	Draft Development Consent Order	F02
C3	Explanatory Memorandum	F02
E: Reports and Plans		
E1.1	HRA Stage 2 ISAA Part 1 – Introduction and background	F01
E1.2	HRA Stage 2 ISAA Part 2 – SAC assessments	F01
E1.3	HRA Stage 2 ISAA Part 3 – SPA assessments	F01
E1.4	HRA Stage 1 Screening Report	F01
E1.5	HRA Integrity Matrices	F01
E2	Marine Conservation Zone Screening Report	F01
E3	Consultation Report	F01
E3.1	Consultation Report - Appendices	F01
E4	Technical Engagement Plan	F01
E4.1	Technical Engagement Plan Appendices Part 1 (A to E)	F01
E4.2	Technical Engagement Plan Appendices Part 2 (F to M)	F01
E4.3	Technical Engagement Plan Appendices Part 3 (N to S)	F01
F: Environmental Statement		
F1	Non-Technical Summary	F01
F1.1	Introduction and Overarching Glossary	F01
F1.2	Policy and Legislative Context	F01
F1.3	Project Description	F01
F1.4	Site Selection and Consideration of Alternatives	F02
F1.5	Environmental Impact Assessment Methodology	F01
F2.1	Physical Processes	F01
F2.2	Benthic Subtidal and Intertidal Ecology	F01
F2.3	Fish and Shellfish Ecology	F01
F2.4	Marine Mammals	F01

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F2.5	Offshore Ornithology	F01
F2.6	Commercial Fisheries	F01
F2.7	Shipping and Navigation	F01
F2.8	Seascape and Visual Resources	F01
F2.9	Marine Archaeology	F01
F2.10	Other Sea Users	F01
F2.11	Inter-related Effects - Offshore	F01
F3.1	Geology, Hydrogeology and Ground Conditions	F01
F3.2	Hydrology and Flood Risk	F01
F3.3	Onshore Ecology	F01
F3.4	Onshore and Intertidal Ornithology	F01
F3.5	Historic Environment	F01
F3.6	Landscape and Visual Resources	F01
F3.7	Land Use and Recreation	F01
F3.8	Traffic and Transport	F01
F3.9	Noise and Vibration	F01
F3.10	Air Quality	F01
F3.11	Inter-related Effects - Onshore	F01
F4.1	Aviation and Radar	F01
F4.2	Climate Change	F01
F4.3	Socio-economics	F01
F4.4	Human Health Assessment	F01
F5.3.1	Underwater Sound Technical Report	F01
F5.3.2	Sulphur Hexafluoride Report	F01
F5.4.1	Site Selection Area of Search Identification	F01
F5.4.2	Site Selection BRAG Report	F01
F5.4.3	Onshore Crossing Schedule	F01
F5.5.1	Cumulative Effects Screening Matrix	F01
F5.5.2	Transboundary Impacts Screening	F01
F6.1.1	Physical Processes Technical Report	F01
F6.2.1	Benthic Subtidal and Intertidal Ecology Technical Report	F02
F6.2.2	Water Framework Directive Coastal Waters Assessment	F01
F6.3.1	Fish and Shellfish Ecology Technical Report	F01
F6.4.1	Marine Mammals Technical Report	F01
F6.5.1	Offshore Ornithology Baseline Characterisation	F01
F6.5.2	Offshore Ornithology Displacement Technical Report	F01
F6.5.3	Offshore Ornithology CRM Technical Report	F01
F6.5.4	Offshore Ornithology Migratory Bird CRM Technical Report	F01
F6.5.5	Offshore Ornithology Apportioning Technical Report	F01
F6.5.6	Offshore Ornithology PVA Technical Report	F01
F6.6.1	Commercial Fisheries Technical Report	F01
F6.7.1	Navigational Risk Assessment	F01
F6.8.1	Seascape and Visual Resources Legislation and Planning Policy Context	F01
F6.8.2	Seascape and Landscape Character Baseline Technical Report	F01
F6.8.3	Visual Baseline Technical Report - Offshore Development	F01
F6.8.4	Seascape, Landscape and Visual Resources Impact Assessment Methodology	F01
F6.8.5	International and Nationally Designated Landscape Study - Offshore Development	F01
F6.8.6	Seascape Visualisations	F01
F6.9.1	Marine Archaeology Technical Report	F01
F6.10.1	Radar Early Warning Technical Report	F01

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F7.1.1	Aquifers, Groundwater Abstractions and Ground Conditions	F01
F7.1.2	Groundwater Sources of Supply – Hydrogeological Risk Assessment	F01
F7.2.1	Flood Consequences Assessment	F01
F7.2.2	Surface Watercourses and NRW Flood Zones	F01
F7.2.3	Surface Water Abstraction Licences, Discharge Consents and Pollution Incidents	F01
F7.2.4	Water Framework Directive Surface Water and Groundwater Assessment	F01
F7.3.1	Onshore Ecology Desk Study	F01
F7.3.2	Extended Phase 1 Habitat Survey Technical Report	F01
F7.3.3	Great Crested Newt Survey	F01
F7.3.4	Hedgerow Survey	F01
F7.3.5	Terrestrial Invertebrates Survey	F01
F7.3.6	Aquatic Invertebrates (inc White Clawed Crayfish) Survey	F01
F7.3.7	Reptile Survey	F01
F7.3.8	Water Vole Survey	F01
F7.3.9	Bat Roost Survey	F01
F7.3.10	Bat Activity Survey	F01
F7.3.11	Otter Survey	F01
F7.3.12	Badger Survey	F01
F7.3.13	Hazel Dormouse Survey	F01
F7.3.14	National Vegetation Classification and Invasive NonNative Species Survey Technical Re	F01
F7.3.15	Fish and Eel Survey	F01
F7.4.1	Onshore Ornithology – Wintering and Migratory Birds	F01
F7.4.2	Intertidal Ornithology – Wintering and Migratory Birds	F01
F7.4.3	Onshore Ornithology – Breeding Birds	F01
F7.5.1	Desk Based Assessment	F01
F7.5.2	Historic Environment Policy and Guidance	F01
F7.5.3	Onshore Geophysical Survey Report (Interim Report)	F01
F7.5.4	Intertidal Survey Report	F01
F7.5.5	Trial Trenching Report	F01
F7.5.6	Settings Assessment (onshore infrastructure)	F01
F7.5.7	Settings Assessment (offshore infrastructure)	F01
F7.6.1	Landscape and Visual Resources Planning Policy Context	F01
F7.6.2	Landscape and Seascape Character Baseline Technical Report	F01
F7.6.3	Visual Baseline Technical Report – Onshore Development	F01
F7.6.4	Landscape, Seascape and Visual Resources Impact Assessment Methodology	F01
F7.6.5	Landscape Visualisations	F01
F7.6.6	Tree Survey and Arboriculture Impact Assessment	F01
F7.7.1	Published Soil and Agricultural Land Classification Data	F01
F7.7.2	Soil Survey Data	F01
F7.7.3	Published Recreational Resources Plan	F01
F7.8.1	Description of Network Links and Sensitivity	F01
F7.8.2	Base Traffic Flows	F01
F7.8.3	Personal Injury Accident Locations	F01
F7.8.4	Public Transport Networks	F01
F7.8.5	Construction Vehicle Trip Generation Assumptions	F01

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F7.8.6	Traffic Flows with Construction Traffic	F01
F7.8.7	Traffic and Transport Figures	F01
F7.9.1	Baseline Noise Survey	F01
F7.9.2	Construction Noise Model Output	F01
F7.9.3	Operation Noise Assessment	F01
F8.1.1	Aviation and Radar Technical Report	F01
F8.2.1	Technical Greenhouse Gas Assessment	F01
F8.2.2	Climate Change Risk Assessment	F01
F8.3.1	Socio-economics Technical Impact Report	F01
J: Other Documents		
J1	Consents and Licences Required Under Other Legislation	F01
J2	Planning Statement	F01
J2.1	National Policy Statement Tracker	F01
J2.2	Welsh National Marine Plan Signposting	F01
J4	Grid Connection and Cable Detail Statement	F01
J6	Safety Zone Statement	F01
J7	Biodiversity Benefit and Green Infrastructure Statement	F01
J8	Scoping Opinion	F01
J9	Marine Licence Principles Document	F02
J10	Mitigation and Monitoring Schedule	F01
J11	Relationship of Offshore Plans included within the DCO	F01
J12	Outline Offshore Operations and Maintenance Plan	F01
J13	Outline Fisheries Liaison and Co-existence Plan	F01
J14	Outline Vessel Traffic Management Plan	F01
J15	Offshore In-principle Monitoring Plan	F01
J16	Outline Underwater Sound Management Strategy	F01
J17	Measures to Minimise Disturbance to Marine Mammals and Rafting Birds	F01
J18	Outline Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries	F01
J19	Mona Array Site Characterisation Report	F01
J20	Mona Offshore Cable Corridor Site Characterisation Report	F01
J21	Outline Marine Mammal Mitigation Protocol	F01
J23	Outline Onshore and Intertidal Written Scheme of Investigation	F01
J24	Outline Skills and Employment Plan	F01
J25	Relationship of Onshore Plans included within the DCO	F01

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Information submitted following further information request letter dated 9 September 2024

Reference	Document	Version	Submission Date
S NRWML_1	Response Letter	F01	13 November 2024
S NRWML_2	Responses to NRW MLT Submission	F01	13 November 2024
S NRWML_3	Responses to NRW (A) Submission	F01	13 November 2024
S NRWML_4	Response to Other Consultees Submission	F01	13 November 2024
S NRWML_5	Errata Sheet	F01	13 November 2024
S NRWML_6	Disposal Area Shapefile	F01	13 November 2024
S NRWML_7	Disposal Area Coordinates	F01	13 November 2024
S NRWML_8	Further Information Cover Letter	F01	13 December 2024
S NRWML_9	Further Information Cover Letter	F01	22 January 2025
A2	Guide to the NRW Marine Licence Application	F04	13 December 2024
A2	Guide to the NRW Marine Licence Application	F05	22 January 2025
E1.1	HRA Stage 2 ISAA Part 1 – Introduction and background	F02	22 January 2025
E1.2	HRA Stage 2 Information to Support an Appropriate Assessment Part Two: Special Areas of Conservation (SACs) Assessments	F02	22 January 2025
E1.3	HRA Stage 2 ISAA Part 3 – SPA and Ramsar SA (Clean)	F02	13 November 2024
E1.3	HRA Stage 2 ISAA Part 3 – SPA and Ramsar SA (Tracked)	F01_F02	13 November 2024
E1.3	HRA Stage 2 Information to Support an Appropriate Assessment Part Three: Special Protection Areas and Ramsar sites Assessments (clean)	F03	22 January 2025
E1.3	HRA Stage 2 Information to Support an Appropriate Assessment Part Three: Special Protection Areas and Ramsar sites Assessments (tracked)	F02_F03	22 January 2025
E1.3.1	Offshore ornithology ISAA Supporting Information	F01	22 January 2025
E1.3.2	Assessment of proposed Ramsar Sites within the Isle of Man F02 (clean)	F02	22 January 2025
E1.4	HRA Stage 1 Screening Report (Clean)	F02	13 November 2024
E1.4	HRA Stage 1 Screening Report (Tracked)	F01_F02	13 November 2024
E1.4	HRA Stage 1 Screening Report	F03	22 January 2025
E1.5	HRA Integrity Matrices (Clean)	F02	13 November 2024
E1.5	HRA Integrity Matrices (Tracked)	F01_F02	13 November 2024
F1	Non-Technical Summary	F02	22 January 2025
F1	Crynodeb Annhechnegol	F02	22 January 2025
F1.1	Introduction and overarching glossary	F02	22 January 2025
F1.3	Volume 1, Chapter 3: Project description (clean)	F02	22 January 2025
F1.3	Volume 1, Chapter 3: Project description (tracked)	F01_F02	22 January 2025
F1.4	Volume 1, Chapter 4: Site selection and consideration of alternatives	F03	22 January 2025

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F2.2	Volume 2, Chapter 2: Benthic subtidal and intertidal ecology	F02	22 January 2025
F2.3	Volume 2, Chapter 3: Fish and shellfish ecology	F02	22 January 2025
F2.4	Volume 2, Chapter 4: Marine mammals	F02	22 January 2025
F2.5	Volume 2, Chapter 5: Offshore Ornithology (Clean)	F03	13 November 2024
F2.5	Volume 2, Chapter 5: Offshore Ornithology (Tracked)	F01_F03	13 November 2024
F2.5	Volume 2, Chapter 5: Offshore ornithology (clean)	F04	22 January 2025
F2.5	Volume 2, Chapter 5: Offshore ornithology (tracked)	F03_F04	22 January 2025
F2.7	Volume 2, Chapter 7: Shipping and navigation	F02	22 January 2025
F2.8	Volume 2, Chapter 8: Seascape and visual resources (clean)	F02	22 January 2025
F2.8	Volume 2, Chapter 8: Seascape and visual resources (tracked)	F01_F02	22 January 2025
F2.9	Volume 2, Chapter 9: Marine archaeology	F02	22 January 2025
F2.11	Volume 2, Chapter 11: Inter-related effects - offshore	F02	22 January 2025
F4.1	Volume 4, Chapter 1: Aviation and radar	F02	22 January 2025
F4.2	Volume 4, Chapter 2: Climate change	F02	22 January 2025
F4.4	Volume 4, Chapter 4: Human health assessment	F02	22 January 2025
F5.5.1	Volume 5, Annex 5.1: Cumulative effects screening matrix	F03	22 January 2025
F6.2.2	Volume 6, Annex 2.2: Water Framework Directive coastal waters assessment	F02	22 January 2025
F6.5.2	Volume 6, Annex 5.2: Offshore Ornithology Displacement Technical Report (Clean)	F03	13 November 2024
F6.5.2	Volume 6, Annex 5.2: Offshore Ornithology Displacement Technical Report (Tracked)	F01_F03	13 November 2024
F6.5.3	Volume 6, Annex 5.3: Offshore Ornithology Collision Risk Modelling Technical Report (Clean)	F02	13 November 2024
F6.5.3	Volume 6, Annex 5.3: Offshore Ornithology Collision Risk Modelling Technical Report (Tracked)	F01_F02	13 November 2024
F6.5.5	Volume 6, Annex 5.5: Offshore Ornithology Apportioning Technical Report (Clean)	F02	13 November 2024
F6.5.5	Volume 6, Annex 5.5: Offshore Ornithology Apportioning Technical Report (Tracked)	F01_F02	13 November 2024
F6.5.5	Volume 6, Annex 5.5: Offshore ornithology apportioning technical report	F03	22 January 2025
F6.5.6	Volume 6, Annex 5.6: Offshore Ornithology Population Viability Analysis Technical Report (Clean)	F02	13 November 2024

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F6.5.6	Volume 6, Annex 5.6: Offshore Ornithology Population Viability Analysis Technical Report (Tracked)	F01_F02	13 November 2024
F6.5.7	Mona Assessment Great Orme's Head SSSI (clean)	F03	22 January 2025
F6.5.7	Mona Assessment Great Orme's Head SSSI (tracked)	F02_F03	22 January 2025
F6.7.1	Volume 6, Annex 7.1: Navigational Risk Assessment	F02	22 January 2025
F6.8.4	Volume 6, Annex 8.4: Seascape, landscape and visual resources impact assessment methodology	F02	22 January 2025
F8.1.1	Volume 8, Annex 1.1: Aviation and radar technical report	F02	22 January 2025
J1	Other Consents or Licences Required (Clean)	F03	13 December 2024
J1	Other Consents or Licences Required (Tracked)	F01_F03	13 December 2024
J2	Planning Statement	F02	22 January 2025
J9	Marine Licence Principles Document (Clean)	F05	13 December 2024
J9	Marine Licence Principles Document (Tracked)	F04_F05	13 December 2024
J9	Marine Licence Principles Document (clean)	F06	22 January 2025
J9	Marine Licence Principles Document (tracked)	F05_F06	22 January 2025
J10	Mitigation and Monitoring Schedule (Clean)	F05	13 December 2024
J10	Mitigation and Monitoring Schedule (Tracked)	F04_F05	13 December 2024
J10	Mitigation and Monitoring Schedule (clean)	F07	22 January 2025
J10	Mitigation and Monitoring Schedule (tracked)	F05_F07	22 January 2025
J13	Outline Fisheries Liaison and Co-existence Plan (Clean)	F02	13 November 2024
J13	Outline Fisheries Liaison and Co-existence Plan (Tracked)	F01_F02	13 November 2024
J13	Outline Fisheries Liaison and Co-existence Plan (clean)	F03	22 January 2025
J13	Outline Fisheries Liaison and Co-existence Plan (tracked)	F02_F03	22 January 2025
J14	Outline Vessel Traffic Management Plan (Clean)	F02	13 November 2024
J14	Outline Vessel Traffic Management Plan (Tracked)	F01_F02	13 November 2024
J15	Offshore In-Principle Monitoring Plan (Clean)	F02	13 December 2024
J15	Offshore In-Principle Monitoring Plan (Tracked)	F01_F02	13 December 2024
J15	Offshore In-principle Monitoring Plan (clean)	F03	22 January 2025
J15	Offshore In-principle Monitoring Plan (tracked)	F02_F03	22 January 2025
J16	Outline Underwater Sound Management Strategy (Clean)	F02	13 December 2024
J16	Outline Underwater Sound Management Strategy (Tracked)	F01_F02	13 December 2024

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J17	Measures to minimise disturbance to marine mammals and rafting birds from transiting vessels (Clean)	F03	13 December 2024
J17	Measures to minimise disturbance to marine mammals and rafting birds from transiting vessels (Tracked)	F02_F03	13 December 2024
J18	Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries (Clean)	F02	13 November 2024
J18	Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries (Tracked)	F01_F02	13 November 2024
J18	Outline Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries (clean)	F03	22 January 2025
J18	Outline Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries (tracked)	F02_F03	22 January 2025
J21	Outline Marine Mammal Mitigation Protocol (Clean)	F02	13 December 2024
J21	Outline Marine Mammal Mitigation Protocol (Tracked)	F01_F02	13 December 2024
J23	Outline Onshore Written Scheme of Investigation (clean)	F03	22 January 2025
J23	Outline Onshore Written Scheme of Investigation (tracked)	F01_F03	22 January 2025
J26	Outline Code of Construction Practice	F03	13 November 2024
J26	Outline Code of Construction Practice (clean)	F06	22 January 2025
J26	Outline Code of Construction Practice (tracked)	F03_F06	22 January 2025
J26.1	Outline Spillage and Emergency Response Plan	F02	13 November 2024
J26.1	Outline Spillage and Emergency Response Plan (clean)	F03	22 January 2025
J26.1	Outline Spillage and Emergency Response Plan (tracked)	F02_F03	22 January 2025
J26.7	Outline Flood Management Plan	F02	13 November 2024
J26.7	Outline Flood Management Plan (clean)	F03	22 January 2025
J26.7	Outline Flood Management Plan (tracked)	F02_F03	22 January 2025
J26.14	Outline Landfall Construction Method Statement (Clean)	F04	13 December 2024
J26.14	Outline Landfall Construction Method Statement (clean)	F05	22 January 2025
J26.14	Outline Landfall Construction Method Statement (tracked)	F04_F05	22 January 2025
J26.14	Outline Landfall Construction Method Statement (Tracked)	F01_F04	13 December 2024
S_D1_25	Offshore Ornithology Assessment of Pen y Gogarth/Great Orme's Head Site of Special Scientific Interest	F02	13 November 2024
S_D3_12	Offshore Ornithology Cumulative Effects Assessment and In-combination Gap-filling Historical Projects Technical Note	F02	13 November 2024
S_D3_13	WFD Coastal Waters Assessment supporting information	F01	13 November 2024

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S_D3_15	Seascape and Visual Resources Cumulative Wirelines	F01	13 November 2024
S_D3_19	Offshore ornithology supporting information in line with SNCB advice	F02	13 November 2024
S_D4_10	Offshore ornithology apportioning clarification note	F01	13 November 2024
S_D4_56	UXO Clearance Position Statement	F01	13 November 2024
S_D5_23	Offshore ornithology additional supporting in-combination assessment information in line with SNCB advice	F01	13 December 2024
S_D5_24	Offshore Ornithology Additional Supporting Cumulative Assessment Information in line with SNCB Advice	F01	13 December 2024
S_D7_6	Offshore Ornithology Final Position Paper	F01	22 January 2025

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Annex 4

Information submitted on the 22 April 2025

Reference	Document	Version	Submission Date
S_NRWML_10	Further Information Cover Letter	F01	22 April 2025
S_NRWML_11	Responses to Further Consultation	F01	22 April 2025
J16	Outline Underwater Sound Management Strategy (Clean)	F03	22 April 2025
J16	Outline Underwater Sound Management Strategy (Tracked)	F02_F03	22 April 2025
J21	Outline Marine Mammal Mitigation Protocol (Clean)	F03	22 April 2025
J21	Outline Marine Mammal Mitigation Protocol (Tracked)	F02_F03	22 April 2025