

# Addendum to Regulatory Decision Document

ACP-2019-25

## Seagreen Wind Farm Phase 1

CAP 1885

Published by the Civil Aviation Authority, 2022

Civil Aviation Authority  
Aviation House  
Beehive Ring Road  
Crawley  
West Sussex  
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

**First published [2020]**

Enquiries regarding the content of this publication should be addressed to:

Airspace ATMs & Aerodromes, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport  
South, West Sussex RH6 0YR

The latest version of this document is available in electronic format at: [www.caa.co.uk](http://www.caa.co.uk)

## Addendum to CAP 1885 CAA Regulatory Decision

---

- 1.1. Seagreen Wind Energy Ltd (SWEL) advised the CAA of its intent to make an application to vary the existing planning consent for Seagreen Wind Farm Phase 1. The application will seek approval to increase the planned height of up to 36 of the 150 wind turbine generators (WTGs) that will form the wind farm.
- 1.2. The construction of WTGs has been shown to cause interference to radar systems and a study by NATS (NERL) indicated the performance of the Perwinnes primary surveillance radar (PSR) would be impacted by WTGs in the Seagreen wind farm. SWEL was required to mitigate this impact by introducing radar blanking<sup>1</sup> to the Perwinnes PSR, along with an associated Transponder Mandatory Zone (TMZ) to enable the provision of air traffic services in the blanked area using secondary surveillance radar.
- 1.3. CAP1885 details the regulatory decision taken by the CAA in relation to the SWEL airspace change proposal which resulted in the introduction of the 400km<sup>2</sup> Seagreen TMZ, located approximately 27km off the coast of Arbroath, Scotland. The TMZ contains the site of the windfarm and includes a buffer to the lateral boundary; in seeking to vary the existing planning consent no changes to the existing boundary of the windfarm or the TMZ will be required.
- 1.4. The TMZ, as implemented<sup>2</sup>, extends from sea level to 10,000 feet above mean sea level (AMSL) which significantly exceeds the height of the WTGs. Therefore, in seeking to vary the existing planning consent, no changes to the upper limit of the TMZ will be required.
- 1.5. SWEL engaged with the 2 key stakeholders, NATS and the MOD, regarding its intention to submit an application to vary the existing planning consent. Both NATS and the MOD have indicated they have no objections to the planned changes within the Seagreen wind farm.
- 1.6. The CAA has considered the information provided by SWEL, section 70 of the Transport Act 2000 and the feedback from NATS and the MOD stating they have no objections to the proposed variation to the planning consent. The CAA is satisfied that increasing the height of up to 36 of the 150 WTGs planned for the Seagreen wind farm does not require any change to the mitigation that has already been approved and implemented, or to the design of the Seagreen TMZ. As such, the CAA Regulatory Decision, as detailed in CAP1885, remains unchanged by the proposed variation to the planning consent.

---

<sup>1</sup> Radar blanking is the term commonly used to reference 'Radar Range Azimuth Gating' which prevents radar returns from a defined area being displayed on radar screens.

<sup>2</sup> UK Aeronautical Information Publication, Part 2 - En Route, ENR 2.2 - Other Regulated Airspace, para 4 - Enroute Transponder Mandatory Zones