

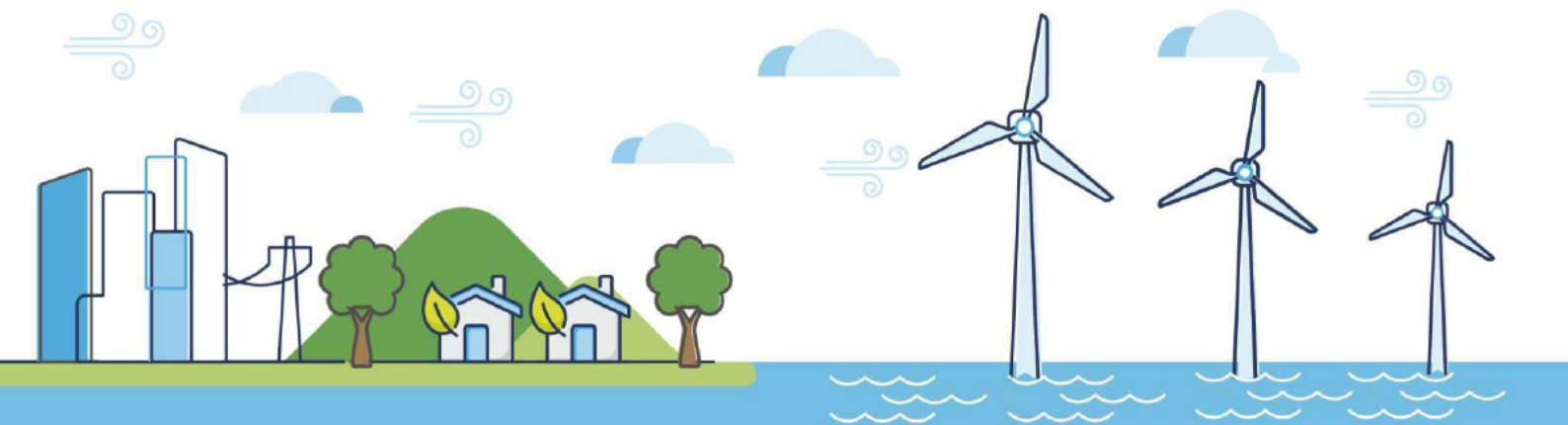
Morecambe Offshore Windfarm: Generation Assets Examination Documents

Volume 9

Statement of Common Ground with BAE Systems (Operations) Ltd and Defence Infrastructure Organisation

Document Reference: 9.10

Rev 03



Document History

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Glossary of Acronyms

AfL	Agreement for Lease
DCO	Development Consent Order
DIO	Defence Infrastructure Organisation
EIA	Environmental Impact Assessment
ES	Environmental Statement
IFP	Instrument Flight Procedure
MNEF	Marine Navigation Engagement Forum
MOD	Ministry of Defence
OSP	Offshore Substation Platform
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PSR	Primary Surveillance Radar
RLoS	Radar Line of Sight
SMEs	Subject Matter Experts
SoCG	Statement of Common Ground
WTG	Wind Turbine Generator

Glossary of Units

MW	Megawatt
km ²	square kilometre

Glossary of Terminology

Agreement for Lease (AfL)	Agreements under which seabed rights are awarded following the completion of The Crown Estate tender process.
Applicant	Morecambe Offshore Windfarm Ltd
Application	This refers to the Applicant's application for a Development Consent Order (DCO). An application consists of a series of documents and plans which are published on the Planning Inspectorate's (PINS) website.
Generation Assets (the Project)	Generation assets associated with the Morecambe Offshore Windfarm. This is infrastructure in connection with electricity production, namely the fixed foundation wind turbine generators (WTGs), inter-array cables, offshore substation platform(s) (OSP(s)) and possible platform link cables to connect OSP(s).
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.
Windfarm site	The area within which the WTGs, inter-array cables, OSP(s) and platform link cables would be present.



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1 Introduction

1.1 Overview of the Project

1. The Morecambe Offshore Windfarm is a proposed offshore windfarm located in the Eastern Irish Sea, which when fully operational, would have an anticipated nominal capacity of 480 megawatts (MW) and would have the potential to generate renewable power for over 500,000 homes in the United Kingdom (UK).
2. The windfarm was one of six projects selected by The Crown Estate in its Offshore Wind Leasing Round 4 in 2021. The Agreement for Lease (AfL) for the Morecambe Offshore Windfarm Project was received in 2023.
3. The AfL comprises an area of up to 125km² and reflects the windfarm site assessed in the Preliminary Environmental Information Report (PEIR). Following design development, surveys, assessments and consultation on the PEIR, the proposed windfarm site development area has been reduced to approximately 87km².
4. The 'Project' relates to the Generation Assets of the Morecambe Offshore Windfarm (including wind turbine generators (WTGs), inter-array cables, offshore substation platforms (OSP(s)), and possible platform link cables to connect OSP(s)).
5. A separate consent for the Transmission Assets associated with the Morecambe Offshore Windfarm and the Morgan Offshore Wind Project (another proposed windfarm to be located in the Irish Sea) is being sought.

1.2 Purpose of this document

6. This Statement of Common Ground (SoCG) has been prepared by Morecambe Offshore Windfarm Ltd ('the Applicant') with input from Defence Infrastructure Organisation (DIO) and BAE Systems (Operations) Ltd. This identifies topic areas where there is agreement, areas of disagreement, and areas which remain under discussion in relation to the Development Consent Order (DCO) application ('the Application') for the Morecambe Offshore Windfarm Generation Assets (hereafter 'the Project').
7. The need for a SoCG between the Applicant, BAE Systems (Operations) Ltd and the DIO is set out in section 1 of Appendix G of the Rule 6 letter issued by the Planning Inspectorate on 23 September 2024 and in section 3 of Annex B of the Rule 8 letter issued on the 30 October 2024. The SoCG will be updated during the Examination and submitted at the Deadlines indicated in the Rule 6 and Rule 8 letters.

8. This SoCG has been structured to reflect topics of the Application which are of interest to DIO and BAE Systems (Operations) Ltd, which fall under their statutory remit. The DIO represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System. The elements of the Project which may affect the interests of DIO and BAE Systems (Operations) Ltd relate to offshore works. These are detailed in the Draft DCO (APP-012).
9. Matters that are not yet agreed will be the subject of ongoing discussion ('In Discussion') between the Applicant and DIO/ BAE Systems (Operations) Ltd to reach agreement on each matter wherever possible or refine the extent of disagreement between the parties.
10. Throughout the SoCG the phrase 'Agreed' identifies any point of agreement between the Applicant and DIO/ BAE Systems (Operations) Ltd. The phrase 'Not Agreed' identifies any points not agreed between the Applicant and DIO/ BAE Systems (Operations) Ltd.
11. **Table 1.1** lists topics and documents of the Application which are of key interest to DIO and BAE Systems (Operations) Ltd.

Table 1.1 Topics included in the SoCG

Topic/Chapter	Applicant's Reference
Draft DCO	3.1
Chapter 16 (Volume 5) of the Environmental Statement: Civil and Military Aviation and Radar	5.1.16
Appendix 16.1 (Volume 5) to the Environmental Statement: Airspace Analysis and Radar Modelling	5.1.16.1
Appendix 16.2 (Volume 5) to the Environmental Statement: Other Instrument Flight Procedure Assessments	5.1.16.2

12. Further details of this topic and relevant consultation held pre-application can be found in the Consultation Report (APP-015) and summarised below.

1.3 Consultation

1.3.1 Pre-application

13. The Applicant had engaged with the MOD through the DIO safeguarding team on the Project during the pre-application process, both in terms of informal non-statutory engagement and statutory consultation carried out pursuant to

Section 42 of the Planning Act 2008. As part of our extensive regional shipping and navigation engagement, the MOD were also invited to attend the Marine Navigation Engagement Forum (MNEF) as described in **Table 2.1**, in co-ordination with the Mona Offshore Wind Project and Morgan Offshore Wind Project.

14. The MOD provided comments on the PEIR on 21 June 2023 as part of the statutory consultation process. The Applicant had regard to the MOD's comments which are presented in Volume 4 - Consultation Report Appendices Part 4 (I) (APP-019). Further detail on engagement undertaken with the DIO and MOD is presented in **Table 2.1**.

1.3.2 Post-application

15. DIO and BAE Systems (Operations) Ltd submitted separate Relevant Representations (RR-021 and RR-006) in August 2024.
16. The Applicant is committed to ongoing post-application engagement with DIO as described to date in **Table 2.1**. The DIO has subsequently liaised with BAE Systems (Operations) Ltd to ensure positions are aligned within this SoCG.

1.3.3 Summary of 'Agreed', 'Not Agreed' and 'In Discussion' matters

17. In order to easily identify whether a matter is 'agreed', 'not agreed' or 'in discussion', the colour coding system set out in **Table 1.2** has been used.
18. Details on specific matters that are 'Agreed', 'Not Agreed' or 'In Discussion' are presented in **Table 2.2**.

Table 1.2 Summary of 'Agreed', 'Not Agreed' and 'In Discussion' matters

Position status	Position colour coding
Agreed The matter is considered to be agreed between the parties.	Agreed
Not Agreed – no material impact The matter is not agreed between the parties; however, the outcome of the approach taken by either the Applicant or DIO/ BAE Systems (Operations) Ltd is not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG.	Not Agreed – no material impact
Not Agreed – material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or the DIO/ BAE Systems (Operations) Ltd is considered to result in a materially different impact to the assessment conclusions.	Not Agreed – material impact

Position status	Position colour coding
In Discussion The matter is neither 'agreed' or 'not agreed' and is a matter where further discussion is required between parties, for example, final wording of DCO requirements or where further information sharing/clarification is required.	In Discussion

2 Statements of Common Ground

19. A summary of the consultation undertaken to date with the DIO is set out in **Table 2.1**. The matters agreed, in discussion or not agreed (based on discussions and information exchanged between the Applicant and the DIO during the pre-application phase) are set out in **Table 2.2**.

Table 2.1 Summary of consultation

Date	Contact type	Owner	Topic
Pre-application			
9 March 2022	Online meeting	Applicant	Online meeting to provide an overview of Scoping Report, key impacts and agree ways forward for NRA methodology for the Project.
31 March 2022	Email	MOD	Pre-application advice provided from MOD.
6 May 2022	MNEF	Applicant	Online meeting to discuss navigation safety, cumulative assessments with the Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets and development of the CRNRA.
10 October 2022	MNEF	Applicant	Online meeting to discuss navigation safety and cumulative assessments with the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets.
29 November 2022	Email	Applicant	Email to seek clarification on highly surveyed routes identified in the MOD pre-application advice.
23 December 2022	Email	MOD	Email with clarification that there are no highly surveyed routes identified in the windfarm site.

Date	Contact type	Owner	Topic
18 January 2023	MNEF	Applicant	Online meeting to discuss navigation safety and cumulative assessments with the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets pre- PEIR.
27 July 2023	Phone Call	Applicant	Initial phone call to discuss MOD assessment of potential impacts including Warton and Woodvale IFPs.
10 August 2023	Email	MOD	Email to MOD to request clarification of MOD position regarding Warton and Woodvale IFPs and to confirm no impact on Warton Air Traffic Control (ATC) radar.
11 August 2023	Email	MOD	Email response from MOD confirming no operational impact on Warton ATC radar. Return email sent to MOD requesting clarification on IFP assessments.
24 August 2023	Email	Applicant	MOD response to email dated 11 August 2023 saying that this query is still ongoing and will respond in due course. No response received.
21 September 2023	MNEF	Applicant	Online meeting to provide project updates and review of site boundary changes made since PEIR by the Project, Mona Offshore Wind Project and Morgan Offshore Wind Project Generation Assets.
8 February 2024	MNEF	Applicant	Online meeting to provide Project updates.
9 February 2024	Email	Applicant	Email consultation providing MOD with finalised Osprey IFP assessment for review and consideration.
8 April 2024	Email	Applicant	Email requesting response to consultation email sent on 9 February 2024.
18 April 2024	Phone Call	Applicant	Phone call with MOD to discuss potential impact on Warton and RAF Valley IFPs.

Date	Contact type	Owner	Topic
Post-application			
17 and 23 September 2024	Email	Applicant	Email to request meeting to discuss the issues raised within their Relevant Representation.
8 October 2024	Online meeting	Applicant	Meeting to discuss relevant Representation and SoCG.
28 October 2024	Online meeting	Applicant	Online meeting to discuss and progress SoCG.
18 November 2024	Online meeting	Applicant	Online meeting to discuss and progress SoCG.
19 December 2024	Online meeting	Applicant	Online meeting to discuss and progress SoCG.
5 March 2025	Online meeting	Applicant	Online meeting to discuss and progress SoCG.
18 March 2025	Online meeting	Applicant	Online meeting to discuss and progress SoCG.
10 April 2025	Online meeting	Applicant	Online meeting to discuss and progress SoCG.

Table 2.2 Topics agreed, in discussion or not agreed with BAE Systems (Operations) Ltd and DIO in relation to civil and military aviation and radar

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
Environmental Impact Assessment (EIA) Aviation and Radar				
DIO 1	Consultation	The Applicant has undertaken adequate consultation with the DIO on potential impacts on aviation and radar.	Agreed	Agreed
DIO 2		The EIA has had due regard to matters raised by the DIO through statutory and non-statutory consultation on potential impacts on aviation and radar.	Agreed	Agreed
DIO 3	Policy	The Applicant has identified and considered the plans and policies relevant to aviation and radar, within DIO's remit.	Agreed	Agreed
DIO 4	Baseline environment	The Applicant has adequately characterised the baseline environment for aviation and radar.	Agreed	Agreed
DIO 5	Scoping	The parties are in agreement as to the scoping of impacts for the EIA with regard to aviation and radar.	Agreed	Agreed
DIO 6	Study area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed.	Agreed	Agreed
DIO 7	Project design envelope	Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053) has identified, described and assessed the maximum design scenario for the EIA.	Agreed	Agreed
DIO 8		The aviation and radar receptors identified have been correctly assessed and	Agreed	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
	Assessment methodology	sufficiently described within Volume 5, Chapter 16 Aviation and Radar (APP-053).		
DIO 9		The list of projects screened into the Cumulative Effects Assessment (CEA) in Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053) is agreed.	Agreed.	Agreed
DIO 10	Assessment of the effects from the Project alone - physical obstruction	The development proposed has the potential to impact on aviation safety by introducing a physical obstruction to aircraft during the construction, operation and maintenance, and decommissioning phases. This impact is acknowledged in Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053).	Agreed. The Applicant has acknowledged that the authorised development (as proposed) has the potential to impact military aviation safety due to the heights of the WTGs causing a physical obstruction.	Agreed
DIO 11	Instrument Flight Procedure (IFP) assessment (Project-alone and cumulative)	<p>Predicted impacts to IFPs at Warton Aerodrome from the Project-alone and cumulatively, when considered alongside other plans and projects, have been correctly identified and assessed within Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053).</p> <p>The Applicant notes a further IFP assessment would be required before the mitigation is implemented.</p>	Agreed. The Applicant's assessment of the Project-alone and cumulative effects to IFPs at Warton Aerodrome is contained in Volume 5, Chapter 16 of the Environmental Statement - Civil and Military Aviation Radar, and in a report entitled "Morecambe Offshore Windfarm Generation Assets: Safeguarding Assessment Instrument Flight Procedures (IFPs)" (dated 18 December 2023, prepared by Osprey) ("the Osprey Report") (Appendix 16.3 to the Environmental Statement).	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
			<p>The Osprey Report includes an assessment of the potential impact from the authorised development (as proposed) in relation to the IFPs serving a number of airports. Warton Aerodrome is dealt with in Section 4 of the Osprey Report.</p> <p>BAE Systems (Operations) Ltd notes the confirmation contained in the Osprey Report that a full IFP review/assessment needs to be conducted by the Approved Procedure Design Organisation (APDO) for each airport (which for Warton Aerodrome is Osprey), together with the Applicant's acknowledgement that this review/assessment is to be undertaken before the mitigation required to address any adverse impact is implemented.</p>	
DIO 12	IFPs – Mitigation	An appropriate mitigation solution to address the adverse impact on Warton Aerodrome's IFPs has been identified. The Applicant has secured this through a Requirement – see Requirement 7 in Schedule 2 to the draft DCO.	Agreed. Warton Aerodrome's IFPs will be adversely affected by the authorised development (as proposed). A Requirement to secure the submission, approval and implementation of a suitable mitigation scheme to address this adverse impact is necessary (see	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
			<p>Requirement 7 in Schedule 2 to the draft DCO).</p> <p>The wording of Requirement 7 is agreed between the parties.</p>	
DIO 13	Very High Frequency (VHF), Direction Finding (DF) and Ultra-High Frequency (UHF) radio communications – Assessment of effects from the Project alone and cumulative	<p>Following the submission of the Application, BAE Systems (Operations) Ltd have identified potential effects to VHF, DF and UHF radio communications between low flying aircraft and Warton Aerodrome.</p> <p>The Applicant has commissioned a qualified aviation consultancy to conduct the required VHF, DF and UHF communications assessment for Warton Aerodrome. The report confirming the findings of this assessment was shared with BAE Systems (Operations) Ltd on 10 March 2025.</p> <p>The assessment has considered the potential for interference to VHF, DF and UHF communications related to the distance between the aircraft and the height of the proposed wind turbine generators. The assessments conclude that the effects would only occur directly within or above the windfarm site (i.e. above the precise location of the wind turbine generators). As the distance</p>	<p>Following the receipt of advice from the Civil Aviation Authority (CAA) concerning the potential for adverse effects to VHF, DF and UHF radio communications at Warton Aerodrome, the Applicant commissioned NATS to undertake the required assessment. The report confirming the findings of the NATS VHF, DF and UHF assessment was delivered to BAE Systems (Operations) Ltd on 10 March 2025 ("the NATS Report").</p> <p>The authorised development will result in degradation to VHF, DF and UHF radio communications to aircraft in the vicinity of the proposed windfarm site. It is agreed between the parties that, in order to manage any adverse impact, mitigation will need to be implemented prior to the erection of any WTG and OSP, and thereafter maintained for the</p>	In discussion

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
		<p>between an aircraft and the wind turbine generators increases (both vertically, in terms of an aircraft's altitude, and horizontally, as the aircraft flies further from the site), the effects to the VHF, DF and UHF communications decreases.</p> <p>Any effects would therefore be highly localised as they will be confined to the immediate vicinity of the Project array area.</p> <p>On the basis that mitigation is required, the Applicant has now agreed requirement wording with BAE Systems (Operations) Ltd that secures mitigation for any effects, as required, and this is included in the updated version of the draft Development Consent Order (dDCO) submitted at Deadline 6 (Document References 3.1 and 3.1.1).</p>	<p>lifetime of the authorised development (including any period of decommissioning). BAE Systems (Operations) Ltd has considered the NATS Report from an operational perspective and considers that there will be an adverse impact on VHF, DF and UHF radio communications at Warton Aerodrome.</p> <p>BAE Systems (Operations) Ltd understands that BAE Systems Marine Limited (the operator of Walney Aerodrome) has been advised by the CAA that only a partial mitigation solution is available, this being the introduction of a Secondary Surveillance Radar (SSR) feed configured to provide a Flight Information Display (FID) with the associated display equipment, data line and safety case/regulatory documentation. Warton Aerodrome already has an SSR. BAE Systems (Operations) Ltd is in contact with the CAA to confirm its advice.</p> <p>The mitigation required to manage any adverse impact on VHF, DF and UHF radio</p>	

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
			communications at Warton Aerodrome is secured by a Requirement – see Requirement 7 in Schedule 2 to the draft DCO. The wording of Requirement 7 is agreed between the parties.	
DIO 14	Primary Surveillance Radar at Warton Aerodrome – Assessment of effects from the Project alone	The impact assessment initially predicted a potential effect on the Primary Surveillance Radar (PSR) at Warton Aerodrome, as set out in Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053). However, due to DIO not raising a concern against effects on Warton Aerodrome in response to the statutory consultation on the PEIR, the Applicant did not include mitigation for radar impacts for Warton Aerodrome in APP-053. The Applicant continued to engage with the DIO seeking confirmation of no potential effects to the PSR. Confirmation was received on 11 th August 2023 that an operational assessment had been completed and although the development would be in Radar Line of Sight (RLoS), MOD Subject Matter Experts (SMEs) had concluded no operational impact. However, based on the latest position of DIO set out in their Relevant Representation, the Applicant understands there may potentially be significant effects on the PSR at Warton Aerodrome.	Agreed. Changes to the MOD's position throughout the Applicant's engagement with DIO are acknowledged. The MOD's latest position (confirmed to the Planning Inspectorate on 19 August 2024) is correct. The WTGs will be in RLoS to the PSR at Warton Aerodrome. Once operational, the authorised development (as proposed), would cause unacceptable and unmanageable interference to the effective operation of the PSR. This impact will need to be mitigated. It is the Applicant's responsibility to propose (and thereafter to implement and maintain) a viable technical mitigation solution.	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
DIO 15	Primary Surveillance Radar at Warton Aerodrome – Assessment of the effects from the Project cumulatively with other projects	Predicted impacts from the Project alongside other plans and projects on the PSR at Warton Aerodrome have been correctly identified and assessed within Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053)	<p>Agreed. The Applicant's assessment in respect of the impact on radar, including the PSR at Warton Aerodrome, is contained in Volume 5, Chapter 16 of the Environmental Statement - Civil and Military Aviation Radar, and in a report entitled "Airspace Analysis and Radar Modelling – Morecambe Offshore Windfarm: Generation Assets" (dated 29 October 2024, prepared by Cyrrus) ("the Cyrrus Report") (Appendix 16.1 to the Environmental Statement).</p> <p>The Cyrrus Report provides detailed airspace analysis and radar modelling in respect of a number of airports. Warton Aerodrome is dealt with in paragraphs 2.10.4 and 3.3.2 of the Cyrrus Report.</p>	Agreed
DIO 16	Radar Mitigation	The parties are engaging on the nature of the mitigation potentially required. Warton Aerodrome are in the process of implementing a new PSR at Warton Aerodrome which is expected to be online soon subject to site acceptance and flight trials.	In discussion. The Applicant's proposed radar mitigation solution has been technically assessed and is considered a viable option. It must now be subject to operational assessment by BAE Systems (Operations) Ltd.	In discussion



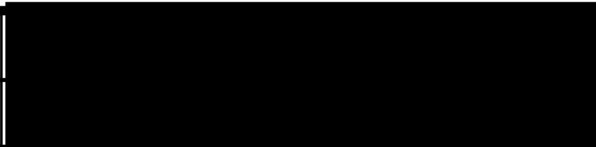
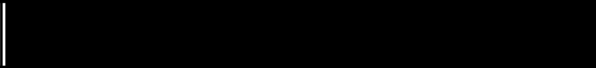


Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
		<p>The Applicant provided a radar mitigation solution to the DIO and BAE Systems (Operations) Ltd on 31 January 2025.</p> <p>Following a technical assessment of the radar mitigation solution, the DIO and BAE Systems (Operations) Ltd can confirm this solution is viable. During the meeting of 10 April 2025, the Applicant notes that the DIO confirmed to the Applicant their objection would be removed as the proposed radar mitigation solution has been proven to be technically viable. However, the Applicant has since learned that the DIO's objection will now remain in place until the operational assessment has concluded.</p> <p>As the operational assessment has yet to be determined, this remains as an ongoing point of discussion in the SoCG. The Applicant commits to ongoing discussions with the DIO and BAE Systems (Operations) Ltd to discuss this further once the operational assessment has concluded.</p> <p>Regarding the PSR-related Requirement (draft Requirement 8), wording is largely agreed with DIO and BAE Systems (Operations) Ltd, save for one point that</p>	<p>Subject to the above-mentioned operational assessment and BAE Systems (Operations) Ltd confirming the acceptability of the Applicant's proposed mitigation solution, DIO will take the necessary steps to remove the MOD's objection to the Application.</p> <p>During the meeting between the Applicant, DIO and BAE Systems (Operations) Ltd on 10 April 2025, the process for removing the MOD's objection was discussed. DIO confirmed that, when dealing with an RAF/Navy site (with an MOD radar), removal of the MOD's objection would usually occur upon it being proven that a proposed radar mitigation solution is technically and operationally viable. In the instant case, the subject radar (being the PSR at Warton Aerodrome) is operated by BAE Systems (Operations) Ltd. As such, DIO is required to defer to BAE Systems (Operations) Ltd and, therefore, the MOD's objection will be maintained until such time as the Applicant's proposed mitigation</p>	

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
		<p>remains in discussion (and is not included in the version of the draft DCO submitted at Deadline 6), which is a proposed additional clause to require the cessation of operations in the event of any future failure to the approved scheme.</p> <p>Parties remain in discussion on this point, which is expected to continue post-examination.</p>	<p>solution has been operationally assessed by BAE Systems (Operations) Ltd and that assessment has demonstrated that the proposed mitigation solution is acceptable. BAE Systems (Operations) Limited will then give the relevant instruction to DIO regarding removal of the MOD's objection.</p> <p>The mitigation required to address the adverse impact on the PSR at Warton Aerodrome is intended to be secured by a Requirement – see Requirement 8 in Schedule 2 to the draft DCO.</p> <p>The wording of Requirement 8 is largely agreed with one drafting point which is not agreed regarding cessation of the operation of the authorised development in the event of a future (post-implementation) failure of the approved radar mitigation scheme. This point remains in discussion between the parties.</p>	
DIO 17	Radar Mitigation	The required mitigation at Warton Aerodrome is realistically achievable	The Applicant's proposed radar mitigation solution is still to be	In discussion

Topic/ref.	Discussion Point	Applicants position	BAE System (Operations) Ltd and DIO position summary	DIO's position
		within the time limit for implementation of the DCO (anticipated to be a minimum of 5.5 years from conclusion of the examination) which is a relevant matter to which the Secretary of State should have regard (in accordance with para 5.5.57 of NPS EN-1).	subject to operational assessment by BAE Systems (Operations) Ltd. As such, the timescales for implementing an approved mitigation solution in respect of the PSR at Warton Aerodrome are not currently known.	
DIO 18	DCO wording	<p>Draft wording is provided in the draft DCO.</p> <p>The wording of the Air Traffic Service-related Requirement (draft Requirement 7) is agreed between the parties.</p> <p>Regarding the PSR-related Requirement (draft Requirement 8), wording is largely agreed with DIO and BAE Systems (Operations) Ltd, save for one point that remains in discussion (and is not included in the version of the draft DCO submitted at Deadline 6), which is a proposed additional clause to require the cessation of operations in the event of any future failure to the approved scheme.</p> <p>Parties remain in discussion on this point, which is expected to continue post-examination.</p>	<p>BAE Systems (Operations) Ltd is content with the wording of draft Requirement 7. The wording (which was submitted to the Examination as part of the draft DCO at Deadline 5A) is agreed.</p> <p>The wording of Requirement 8 is largely agreed with one drafting point which is not agreed regarding cessation of the operation of the authorised development in the event of a future (post-implementation) failure of the approved radar mitigation scheme. This point remains in discussion between the parties.</p> <p>DIO and BAE Systems (Operations) Ltd will continue to work with the Applicant to agree the wording of Requirement 8 post-examination.</p>	<p>Agreed – draft Requirement 7.</p> <p>In discussion – draft Requirement 8 – further engagement between the parties in respect of the drafting point referred to will be required post-examination.</p>

3 Signatures

20. The above SoCG is agreed between DIO, BAE Systems (Operations) Ltd and the Applicant on the day specified below.

Signed:	
Print Name:	
Job Title:	Senior Safeguarding Manager
Date:	15 April 2025
Duly authorised for and on behalf of DIO	
Signed:	
Print Name:	
Job Title:	Head of Flying BAES Air UK
Date:	15 Apr 2025
Duly authorised for and on behalf of BAE Systems (Operations) Ltd	
Signed:	
Print Name:	
Job Title:	Consents Manager (Generation)
Date:	15/4/25
Duly authorised for an on behalf of the Applicant	

4 References

DESNZ (2024) Overarching National Policy Statement for Energy (EN-1)

DESNZ (2024) Overarching National Policy Statement for Renewable Energy Infrastructure (EN-3)