



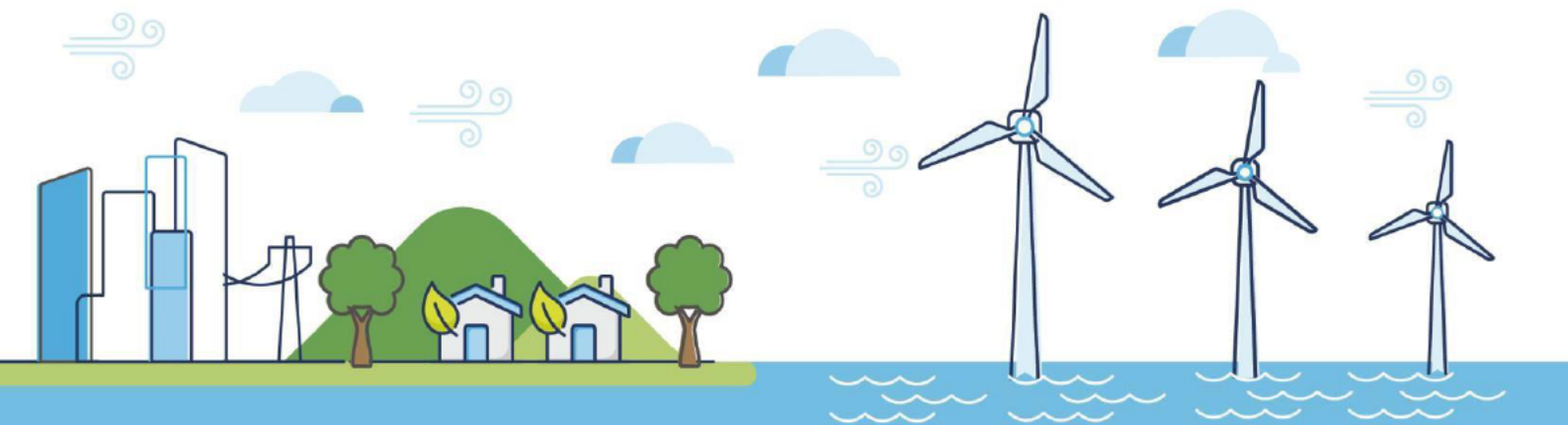
Morecambe Offshore Windfarm: Generation Assets Examination Documents

Volume 9

Statement of Common Ground with BAE Systems Marine Limited

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Rev 04



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Glossary of Acronyms

AfL	Agreement for Lease
APDO	Approved Procedure Design Organisation
ATS	Air Traffic Services
CAA	Civil Aviation Authority
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
IFP	Instrument Flight Procedure
MATS	Manager Air Traffic Services
MGN	Marine Guidance Note
MNEF	Marine Navigation Engagement Forum
MOD	Ministry of Defence
NATS	National Air Traffic Services
OSP	Offshore Substation Platform
PINS	Planning Inspectorate
PEIR	Preliminary Environmental Information Report
SATCO	Senior Air Traffic Control Officer
SoCG	Statement of Common Ground
UK	United Kingdom
VHF	Very High Frequency
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 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 BAE Systems Marine Limited in relation to Walney Aerodrome. 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 and BAE Systems Marine Limited is set out in section 1 of Appendix G of the Rule 6 letter issued by the Planning Inspectorate on 23rd September. The SoCG will be updated during the Examination and submitted at the Deadlines indicated in the Rule 6 letter.
8. The remit of BAE Systems Marine Limited includes ensuring the safe, secure, and efficient operation of air traffic to and from Walney Aerodrome. This involves managing airspace, coordinating with Air Traffic Services (ATS), and

adhering to aviation standards and regulations. BAE Systems Marine Limited is also responsible for assessing any potential impacts on navigation aids, communication networks, and overall flight safety that may arise from developments or activities within its operational area. BAE Systems Marine Limited's main base is in Barrow-in-Furness. BAE Systems Marine Limited designs, builds, tests, and commissions the most advanced submarines ever operated by the Royal Navy as well as their state-of-the-art combat systems and equipment.

9. This SoCG has been structured to reflect topics of the Application which are of interest to BAE Systems Marine Limited in relation to Walney Aerodrome and which fall under the statutory remit of BAE Systems Marine Limited.
10. Matters that are not yet agreed will be the subject of ongoing discussion ('In Discussion') between the Applicant and BAE Systems Marine Limited to reach agreement on each matter wherever possible or refine the extent of disagreement between the parties.
11. Throughout the SoCG the phrase 'Agreed' identifies any point of agreement between the Applicant and BAE Systems Marine Limited. The phrase 'Not Agreed' identifies any points not agreed between the Applicant and BAE Systems Marine Limited.
12. **Table 1.1** lists topics and documents of the Application which are of key interest to BAE Systems Marine Limited.

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 16.2 (Volume 5) of the Environmental Statement: Other Instrument Flight Procedure Assessments	5.1.16.2
Chapter 14 (Volume 5) of the Environmental Statement: Shipping and Navigation	5.1.14
Appendix 14.1 (Volume 5) of the Environmental Statement: Navigation Risk Assessment	5.1.14.1

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

1.3 Consultation

1.3.1 Pre-application

14. Following the publication of the Preliminary Environmental Information Report (PEIR), the Applicant engaged directly with BAE Systems Marine Limited, through the Manager Air Traffic Services (MATS) Walney Aerodrome, on the Project's initial assessments. Following a request from BAE Systems Marine Limited, the Applicant has also commissioned National Air Traffic Services (NATS) to carry out an IFP assessment on behalf of BAE Systems Marine Limited and Walney Aerodrome. This assessment has been completed and a report confirming the findings of the assessment was delivered to BAE Systems Marine Limited on the 20 December 2024.
15. Further detail on engagement undertaken with BAE Systems Marine Limited is presented in **Table 2.1**.

1.3.2 Post-application

16. The Applicant is committed to ongoing post-application engagement with BAE Systems Marine Limited as described to date in **Table 2.1**

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 BAE Systems Marine Limited 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 BAE	Not Agreed – material impact

Position status	Position colour coding
Systems Marine Limited is considered to result in a materially different impact to the assessment conclusions.	
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 conditions 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 BAE Systems Marine Limited 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 BAE Systems Marine Limited 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			
19 April 2023	Email	Applicant	Notification sent to BAE Systems Marine Limited to participate in the statutory consultation and provide comment on the Preliminary Environmental Information Report (PEIR).
2 August 2023	Email	Applicant	Introductory email to the Project (sent to MATS Walney Aerodrome) and request for initial phone call to discuss potential impact on Barrow/Walney Airport operations.
2 August 2023	Email	Applicant	Follow-up phone call (with MATS Walney Aerodrome) to discuss Instrument Flight Procedure (IFP) assessment process for Walney Aerodrome. National Air Traffic Services (NATS) are the Aerodrome's Approved Procedure Design Organisation (APDO). At the time, the Applicant understood could potentially appoint another APDO, if required. Noted that

Date	Contact type	Owner	Topic
			NATS (through the Aerodrome) would be required to assess the validity of another APDO's assessment.
9 February 2024	Email	Applicant	Email providing Walney Aerodrome with finalised Osprey IFP assessment for review and consideration. Response requested by 22 February 2024.
20 February 2024.	Email	Applicant	Email response to Walney Aerodrome following questions on Osprey IFP assessment.
7 March to 2 May 2024	Email	Applicant	Emails and phone messages to Walney Aerodrome requesting timeline for response on Osprey IFP assessment. No responses received.
16 May 2024	Phone/Email	Applicant	Phone call with Walney Aerodrome. Discussed awaited response on Osprey IFP assessment.
23 May 2024	Phone/Email	Applicant	Follow-up email regarding awaited response on Osprey IFP assessment.
30 May 2024	Email	Applicant	Response from Walney Aerodrome regarding Osprey IFP assessment. Advised that further assessment required by NATS Procedure Design team.
Post-application			
29 July 2024	Email	Applicant	Correspondence with NATS Procedure Design team regarding IFP assessment for Walney Aerodrome NATS advised that IFP assessment will be completed by end November 2024.
17 September 2024	Email	Applicant	Email to request meeting to discuss the issues raised within BAE Systems Marine Ltd's Relevant Representation.
10 October 2024	Online meeting	Applicant	Meeting to discuss concerns raised within BAE Systems Marine Ltd's Relevant Representation and progress SoCG.

Date	Contact type	Owner	Topic
21 November 2024	Blended meeting	Applicant	Meeting to discuss concerns raised within BAE Systems Marine Limited's Relevant Representation and progress SoCG.
12 December 2024	Blended meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
9 January 2025	Blended meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
31 January 2025	Blended meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
14 February 2025	Blended meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
10 March 2025	Online meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
3 April 2025	Online meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
8 April 2025	Online meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.
10 April 2025	Online meeting	Applicant	Meeting to provide project update and discuss areas that remain 'In discussion' within the SoCG.

Table 2.2 Topics agreed, in discussion or not agreed with BAE Systems Marine Limited

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
Environmental Impact Assessment (EIA)				
BAE 1	Consultation	The Applicant has undertaken adequate consultation on potential impacts in relation to Walney Aerodrome to date.	It is noted that pre application engagement was carried out in relation to the IFP assessment undertaken by the Applicant and this identified that NATS (as the relevant APDO for Walney Aerodrome) would also need to undertake the IFP assessment on behalf of BAE Systems Marine Limited and Walney Aerodrome. The IFP assessment has been completed and was delivered on 20 December 2024.	Agreed
BAE 2		The Applicant has engaged in appropriate consultation with BAE Systems Marine Limited following receipt of their Relevant Representations.	It is understood that the Applicant engaged with the MOD and AB Ports (operator of Port of Barrow in Furness) pre-application and that post application engagement has been made directly with BAE Systems Marine Limited to discuss the effects of the authorised development (as proposed) at Walney Aerodrome.	Agreed
BAE 3	Policy	The Applicant has identified and considered the plans and policies relevant to aviation and radar, within BAE Systems Marine Limited's remit.	Agreed	Agreed
BAE 4	Baseline environment	The Applicant has adequately characterised the baseline environment for aviation and radar.	Agreed	Agreed
BAE 5	Scoping	The parties are in agreement as to the scoping of impacts for the EIA with regards to aviation and radar.	Agreed	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
BAE 6	Study area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed.	Agreed	Agreed
BAE 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
BAE 8	Assessment methodology	The sensitivity of aviation and radar receptors has been correctly identified and sufficiently described within Volume 5, Chapter 16: Aviation and Radar (APP-053).	Agreed	Agreed
BAE 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
BAE 10	Instrument Flight Procedures (IFPs) at Walney Aerodrome – Assessment of effects from the Project alone	Predicted impacts from the Project alone on Walney Aerodrome Instrument Flight Procedures (IFPs) have been correctly identified and assessed within Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053).	<p>Agreed. The adverse impact on IFPs at Walney Aerodrome is identified and assessed within the Applicant's Environmental Statement.</p> <p>It is noted that pre-application engagement was carried out in relation to the Applicant's IFP assessment and this identified that NATS (as the relevant APDO for Walney Aerodrome) would also need to undertake an IFP assessment on behalf of BAE Systems Marine Limited and Walney Aerodrome. This IFP assessment has been completed and the findings set out in a report which was delivered</p>	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
			<p>to BAE Systems Marine Limited on 20 December 2024 (REP3-073)..</p> <p>The IFP assessments undertaken in respect of Walney Aerodrome confirm that the authorised development (as proposed) will have an adverse impact on the IFPs at the Aerodrome which requires mitigation. It is for the Applicant to propose (and thereafter to implement and maintain) a viable mitigation solution in order to address this impact.</p>	
BAE 11	IFPs at Walney Aerodrome – Assessment of effects from the Project cumulatively with other projects	Predicted impacts from the Project alongside other plans and projects on aviation and radar have been correctly identified and assessed within Volume 5, Chapter 16 Civil and Military Aviation and Radar (APP-053).	<p>Agreed. The Applicant's cumulative impact assessment in respect of aviation and radar, including on the IFPs at Walney Aerodrome, is contained in Volume 5, Chapter 16 of the Environment Statement - Civil and Military Aviation Radar and in the NATS report which was shared with BAE Systems Marine Limited on 20 December 2024.</p> <p>The IFP assessments undertaken in respect of Walney Aerodrome confirm that there will be an adverse cumulative impact on the IFPs at the Aerodrome which requires mitigation. It is for the Applicant to propose (and thereafter to implement and maintain) a viable mitigation solution in order to address this impact.</p>	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
BAE 12	IFPs at Walney Aerodrome - Programme for Mitigation	<p>The Applicant will work with BAE Systems Marine Limited to ensure that appropriate mitigation is in place prior to any above sea level infrastructure being erected as part of the proposed development. This will ensure that the Project will not have a significant effect on Walney Aerodrome.</p> <p>The Applicant has received details of agreed impacts and preferred mitigation solutions from BAE Systems Marine Limited.</p> <p>Once the examination has finished, the Applicant commits to ongoing discussions with BAE Systems Marine Limited to develop a mitigation scheme and timelines for implementing the required mitigation.</p>	<p>The NATS IFP assessment has been received and the mitigation solutions proposed in the report confirming the assessment findings are acceptable to BAE Systems Marine Limited.</p> <p>Implementation of a viable mitigation solution must occur prior to the erection of any wind turbine generator and any offshore substation platform as part of the authorised development. This will be secured via the imposition of a DCO Requirement – see Requirement 6 in Schedule 2 to the draft DCO.</p> <p>The wording of Requirement 6 is agreed between the parties.</p>	Agreed
BAE 13	IFPs at Walney Aerodrome – Mitigation	The technical mitigation solutions proposed by the Applicant in respect of the IFPs at Walney Aerodrome have been developed and proven suitable at other aerodromes.	Agreed. BAE Systems Marine Limited notes that a Requirement to secure the required mitigation for the IFPs at Walney Aerodrome is included within Schedule 2 to the draft DCO.	Agreed
BAE 14	IFPs at Walney Aerodrome – Mitigation	The required mitigation for IFPs at Walney Aerodrome is realistically achievable 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	Agreed. BAE Systems Marine Limited notes that a Requirement to secure the required mitigation for the IFPs at Walney Aerodrome is included within Schedule 2 to the draft DCO.	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
		regard (in accordance with para 5.5.57 of NPS EN-1).		
BAE 15	Assessment of the effects from the Project regarding nautical impacts	<p>The Applicant has engaged with the MOD who provided feedback on the potential effects on its operations. As set out in APP-05, the correspondence with the MOD stated that the Project does not intersect any highly surveyed routes. Additionally, the MOD attended subsequent Marine Navigation Engagement Forum (MNEF), to discuss potential risk to vessels and no further concerns have been raised by the MOD.</p> <p>ABP (operator of Port of Barrow in Furness) were consulted during a Project Update Meeting with Ports on 10th March 2022 and during the MNEF meeting held in May 2022. They were additionally invited to subsequent MNEF meetings. Comments were made on the potential impacts to radar, freight, cargo and passenger services but no reference was made to nautical paths.</p> <p>This is outlined in Chapter 14 - Shipping and Navigation (APP-051) and Appendix 14.1 - Navigation Risk Assessment (APP-073).</p> <p>The Applicant understands BAE Systems Marine Limited have held internal</p>	BAE Systems Marine Limited have held internal discussions, and it is agreed that the authorised development (as proposed) will have no impact on boat exit through the Walney Channel.	Agreed

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
		discussions and can confirm no impact to boat exit through the Walney Channel.		
BAE 16	Very High Frequency (VHF) radio communications at Walney Aerodrome – Assessment of effects from the Project alone	<p>The Applicant has commissioned a qualified aviation consultancy to conduct the required VHF communications assessment for Walney Aerodrome. The Applicant has provided a copy of the project-alone Very High Frequency (VHF) assessment for Walney Aerodrome (Document Reference 9.66).</p> <p>The assessment has considered the potential for interference to VHF, 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 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 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>Following the receipt of advice from the Civil Aviation Authority (CAA) concerning the potential for adverse effects to VHF radio communications at Walney Aerodrome, the Applicant commissioned NATS to undertake the required assessment. The report confirming the findings of the NATS VHF assessment was delivered to BAE Systems Marine Limited on 10 March 2025 ("the NATS Report").</p> <p>The authorised development will result in degradation to VHF radio communications to aircraft located 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 lifetime of the authorised development (including any period of decommissioning). BAE Systems Marine Limited has considered the NATS Report from an operational perspective and considers that there will be an adverse impact on VHF radio communications at Walney Aerodrome.</p> <p>The CAA has advised BAE Systems Marine Limited that only a partial mitigation solution is available, this being the introduction of a Secondary Surveillance Radar (SSR) feed</p>	In discussion – a mitigation solution has been proposed by BAE Systems Marine Limited. Further discussion between the parties will continue post-examination.

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
			<p>configured to provide a Flight Information Display (FID) with the associated display equipment, data line and safety case/regulatory documentation.</p> <p>The mitigation required to manage any adverse impact on VHF radio communications at Walney Aerodrome is secured by a Requirement – see Requirement 6 in Schedule 2 to the draft DCO. The wording of Requirement 6 is agreed between the parties.</p>	
BAE 17	VHF radio communications – Potential Mitigation	<p>On the basis that mitigation is required, a potential mitigation solution has been identified by BAE Systems Marine Limited (following receipt of advice from the CAA, which BAE Systems Marine Limited has agreed to summarise and share with the Applicant). The Applicant will undertake its own due diligence in this respect. Accordingly, further discussions concerning the proposed mitigation solution and its technical feasibility will be required between the parties post-examination.</p> <p>The Applicant has now agreed requirement wording with all aviation stakeholders that secures mitigation for any effects, as required, and this is included in the updated version of the draft Development Consent Order (dDCO)</p>	<p>Following the receipt of advice from the Civil Aviation Authority (CAA) concerning the potential for adverse effects to VHF radio communications at Walney Aerodrome, the Applicant commissioned NATS to undertake the required assessment. The report confirming the findings of the NATS VHF assessment was delivered to BAE Systems Marine Limited on 10 March 2025 (“the NATS Report”).</p> <p>The authorised development will result in degradation to VHF radio communications to aircraft located 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 lifetime of the authorised development (including any period of decommissioning). BAE Systems Marine Limited has considered the NATS Report from</p>	<p>In discussion – a mitigation solution has been proposed by BAE Systems Marine Limited. Further discussion between the parties will continue post-examination.</p>

Topic/ref.	Discussion Point	Applicants position	BAE Systems Marine Limited position	Position summary
		<p>submitted at Deadline 6 (Document References 3.1 and 3.1.1).</p> <p>The Applicant commits to ongoing discussions with BAE Systems Marine Limited to develop a mitigation scheme and timelines for implementing the required mitigation. This will include the Applicant being responsible for the costs/funding of any such mitigation scheme, as appropriate.</p>	<p>an operational perspective and considers that there will be an adverse impact on VHF radio communications at Walney Aerodrome.</p> <p>The CAA has advised BAE Systems Marine Limited 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.</p> <p>The mitigation required to manage any adverse impact on VHF radio communications at Walney Aerodrome is secured by a Requirement – see Requirement 6 in Schedule 2 to the draft DCO. The wording of Requirement 6 is agreed between the parties.</p>	
BAE 18	DCO wording	Wording is provided in the draft DCO. The wording of the relevant Requirement (draft Requirement 6) is agreed between the parties and is being submitted to the Examination at Deadline 6.	Agreed. BAE Systems Marine Limited is content with the wording of draft Requirement 6. The wording (which is being submitted to the Examination as part of the draft DCO at Deadline 6) is agreed.	Agreed

3 Signatures

20. The above draft SoCG is agreed between BAE Systems Marine Limited and the Applicant on the day specified below.

Signed:	[Redacted]	
Print Name:	[Redacted]	
Job Title:	Deputy Head of Flight Operations	
Date:	15/04/2025	
Duly authorised for and on behalf of BAE Systems Marine Limited		
Signed:	[Redacted]	
Print Name:	[Redacted]	
Job Title:	Consent Manager (Morecambe Generation)	
Date:	15/04/2025	
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)

Morecambe Offshore Windfarm Ltd (2024) Chapter 14 Shipping and Navigation (APP-051)

Morecambe Offshore Windfarm Ltd (2024) Appendix 14.1 Navigation Risk Assessment (APP-073)

Morecambe Offshore Windfarm Ltd (2024) Chapter 16 Civil and Military Aviation and Radar (APP-053)

Morecambe Offshore Windfarm Ltd (2024) Consultation Report (APP-015)

Morecambe Offshore Windfarm Ltd (2024) Draft DCO (APP-012)