



Defence Infrastructure Organisation

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John Wheadon
Head of Energy Infrastructure Planning & Innovation
Department for Energy Security & Net Zero
3-8 Whitehall Place
London
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28th August 2025

Dear Mr Wheadon,

Re: Morecambe Offshore Windfarm Generation Assets

Thank you for your letter dated 21st August 2025 within which you have requested information in relation to the above development. At Request for Information 18, the Applicant and the Defence Infrastructure Organisation (DIO) are invited to provide a response to the following:

- The Applicant and DIO should provide an update on whether agreement has been reached on the wording of Requirement 8 in the Applicant's draft Development Consent Order [REP6-002]. DIO should confirm if it can now remove its objection.

The Ministry of Defence (MOD), through DIO, previously objected to this development on the grounds that the development would cause unacceptable interference to the Primary Surveillance Radar (PSR) sited at BAE Warton Aerodrome. Following this objection, the Applicant submitted a proposal to mitigate the impact of the development upon the radar. This was received by DIO on 31st January 2025. Since then, the mitigation proposal has been subject to technical and operational assessments by BAE Systems Ltd. Whilst the technical element of the assessment has been completed, the results of the operational assessment are not yet known. Until such time that the operational assessment has been completed and the mitigation proposal is determined to be a viable solution by BAE Systems Ltd, the DIO objection to this development must remain in place.

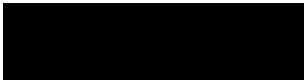
Whilst the mitigation proposal assessments have been taking place, the applicant, DIO and BAE Systems Ltd have been engaging on the final wording of Requirement 8 which relates to securing the submission, approval and implementation of a radar mitigation scheme. Ordinarily, a Requirement would not be agreed to until such time that a mitigation proposal is accepted, and it is confirmed by BAE Systems Ltd that the objection can be removed. However, DIO and BAE Systems Ltd have been considering draft Requirement 8 wording and working with the Applicant to agree final wording in order to prevent a delay in updating DIO's and BAE Systems Ltd position following the outcome of the mitigation proposal assessment (should the outcome be positive).

The wording provided at Annex A of this letter has been agreed between all three parties. The DIO objection must remain in place until the outcome of the mitigation assessment is known to ensure a viable solution to mitigate the impact of the development on the radar is available. However, DIO and BAE Systems Ltd agree with the Applicant that the Requirement wording at Annex A is suitable to deliver a radar mitigation.

Discussions will continue between all three parties on this matter, and DIO will provide any updates to the Applicant and also The Planning Inspectorate and the Department for Energy Security and Net Zero once available.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours Sincerely

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Senior Safeguarding Manager

Annex A

Warton Aerodrome Primary Surveillance Radar

(1) No part of any wind turbine generator shall be erected as part of the authorised development until a radar mitigation scheme has been submitted to and approved by the Secretary of State, in consultation with the Ministry of Defence and the operator.

(2) For the purposes of this requirement—

(a) “approved radar mitigation scheme” means the radar mitigation scheme as approved by the Secretary of State in accordance with sub-paragraph (1);

(b) “Ministry of Defence” means the Ministry of Defence as represented by Defence Infrastructure Organisation – Safeguarding, St George’s House, DIO Head Office, DMS Whittington, Lichfield, Staffordshire WS14 9PY or any successor body;

(c) “operator” means BAE Systems (Operations) Limited (incorporated in England and Wales with company number 01996687, whose registered office is at Victory Point, Lyon Way, Frimley, Camberley, Surrey GU16 7EX) or such other organisation as is licensed from time to time under sections 5 and 6 of the Transport Act 2000(a) to provide air traffic services at Warton Aerodrome or any organisation employed by BAE Systems (Operations) Limited to provide an air traffic service at Warton Aerodrome;

(d) “PSR” means the primary surveillance radar at Warton Aerodrome or any upgrade thereto or replacement thereof;

(e) “PSR air traffic control operations” means the air traffic control operations, including both civil and military aircraft operations, of the Ministry of Defence or the operator (or both) which are reliant upon the PSR; and

(f) “radar mitigation scheme” means a scheme designed to prevent or remove any adverse impacts arising from the authorised development upon the operation of the PSR or the PSR air traffic control operations.

(3) No wind turbine generator erected as part of the authorised development shall be permitted to rotate its rotor blades about its horizontal axis other than for the purpose of testing the proposed mitigation solution identified in the approved radar mitigation scheme until the Secretary of State, following consultation with the Ministry of Defence and the operator, has confirmed that it is satisfied that—

(a) the proposed mitigation solution has been subject to technical and operational assessment and, in particular, has undergone ‘in-situ’ testing in line with the requirements of (and for the time period(s) specified in) the approved radar mitigation scheme;

(b) the performance criteria required to be met by the proposed mitigation solution, as specified in the approved radar mitigation scheme, have been met; and

(c) the approved radar mitigation scheme has been implemented by the operator (the costs of which shall be the sole responsibility of the undertaker in accordance with sub-paragraph (5)(a)).

(4) The approved radar mitigation scheme must remain in place and be complied with for so long as any of the wind turbine generators erected as part of the authorised development are operational and provided that the PSR remains an operational requirement of the Ministry of Defence or the operator (or both).

(5) The undertaker shall be solely responsible for the costs of—

(a) implementing the approved radar mitigation scheme prior to any wind turbine generator erected as part of the authorised development being permitted to rotate its rotor blades about its horizontal axis;

(b) thereafter maintaining, repairing and replacing, including without limitation resolving any failure (howsoever caused) of, the approved radar mitigation scheme for so long as any of (a) 2000 c. 38. 2 the wind turbine generators erected as part of the authorised development are operational and provided that the PSR remains an operational requirement of the Ministry of Defence or the operator (or both); and

(c) in the event of any amendment being made to the authorised development which gives rise to new or different adverse impacts to those identified in the environmental statement on the operation of the PSR or the PSR air traffic control operations working with the Ministry of Defence and the operator in good faith to agree any additional mitigation measures required to prevent or remove such adverse impacts for so long as any of the wind turbine generators erected as part of the authorised development are operational and provided that the PSR remains an operational requirement of the Ministry of Defence or the operator (or both), together with the costs of implementing and maintaining on an ongoing basis those additional mitigation measures