



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

BAE Systems (Warton Aerodrome) SoCG



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Acronyms

Acronym	Meaning
CoCP	Code of Construction Practice
DCO	Development Consent Order
EnBW	Energie Baden-Württemberg AG
ExA	Examining Authority
RR	Relevant Representation
SoCG	Statement of Common Ground

1 Initial Statement of Common Ground between Morgan and Morecambe Offshore Wind Farms: Transmission Assets and BAE Systems (Warton Aerodrome)

1.1 Introduction

1.1.1 Overview

1.1.1.1 This Statement of Common Ground (SoCG) has been prepared between Morgan Offshore Wind Limited (Morgan OWL) and Morecambe Offshore Windfarm Ltd (Morecambe OWL) (hereafter referred to together as ‘the Applicants’) and BAE Systems (Operations) Limited (hereafter referred to as ‘BAE Systems’), together the parties. The SoCG sets out the areas of agreement and disagreement between the parties in relation to the proposed Development Consent Order (DCO) application for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (hereafter referred to as ‘the Transmission Assets’).

1.1.1.2 The need for a SoCG between the Applicants and BAE Systems is set out in section 1 of Appendix F of the Rule 6 letter issued by the Planning Inspectorate on 28 March 2025.

1.1.1.3 This document is intended to provide the Examining Authority (ExA) with an overview of the level of common ground between the parties. The SoCG will identify where agreement has been reached, where differences lie and the reasons for disagreement or outstanding matters. The SoCG will also specify the actions needed to address the issues and will facilitate further discussion between the parties. The SoCG will be updated during the Transmission Assets Examination and submitted at the Deadlines indicated in the Rule 6 letter.

1.1.2 Transmission Assets elements under BAE System’s remit

1.1.2.1 BAE Systems’ concerns, as set out in their Relevant Representation (RR-208), are focused on the potential for impacts to arise from the Transmission Assets on operations at Warton Aerodrome. The elements of the Transmission Assets which may affect the interests of BAE Systems are within Work Numbers 35A/B and 44A/B covering the environmental mitigation areas and biodiversity benefit sites, and Work Number 17A/B in relation to the crossing of Browns Lane Solar Farm electrical cables. Further details are contained in Schedule 1 (Authorised Project), Part 1 (Authorised Development) of the Draft DCO (AS-004).

1.1.2.2 This SoCG covers the impacts arising from the Transmissions Assets on Aviation and Radar – specifically, in respect of the following topic areas:

- Environmental Impact Assessment (EIA) Matters and the Applicants’ Environmental Statement
- Bird Strike
- Aerodrome Safeguarding

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- Solar Farm Protections

1.1.3 Overview of Transmission Assets

- 1.1.3.1 The design philosophy for the Transmission Assets is for the Morgan Offshore Wind Project: Generation Assets and the Morecambe Offshore Windfarm: Generation Assets (referred to together as ‘the Generation Assets’) to be electrically independent. Therefore, each offshore wind farm will have its own separate set of transmission assets (e.g., cable and substation infrastructure). However, the infrastructure will be co-located (where practicable), for example within aligned offshore and onshore cable corridors to minimise impacts to the environment and the community.
- 1.1.3.2 Morgan OWL and Morecambe OWL (the Applicants), are jointly seeking a single consent for their electrically separate transmission assets comprising aligned offshore export cable corridors to landfall and aligned onshore export cable corridors to separate onshore substations (and associated infrastructure), and onward connection to the National Grid at Penwortham, Lancashire.
- 1.1.3.3 The key components of the Transmission Assets include the following:
- Offshore elements:
 - offshore export cables: these export cables will bring the electricity generated by the Generation Assets to the landfall for onward transmission.
 - Landfall:
 - landfall site: this is where the offshore export cables are jointed to the onshore export cables via the transition joint bays. This term applies to the entire area between Mean Low Water Springs and the transition joint bays.
 - Onshore elements:
 - onshore export cables: these export cables will be jointed to the offshore export cables via the transition joint bays at the landfall site, and will bring the electricity generated by the Generation Assets to the onshore substations;
 - onshore substations: the two electrically separate onshore substations will contain the components for transforming the power supplied via the onshore export cables up to 400 kV;
 - 400 kV grid connection cables: these export cables will bring the electricity generated by the Generation Assets from the two electrically separate onshore substations to the existing National Grid substation at Penwortham;
 - environmental mitigation areas: temporary and/or permanent areas, including accesses identified to provide environmental mitigation only; and
 - biodiversity benefit sites: temporary and/or permanent areas, including accesses identified to provide biodiversity benefit only.

1.1.4 Approach to SoCG

1.1.4.1 This initial SoCG has been developed and will be progressed during the examination phase of the Transmission Assets. In accordance with discussions between the parties, the SoCG is focused on those issues raised by BAE Systems within its response to Scoping, Section 42 consultation and as raised through the non-statutory meetings held with BAE Systems prior to submission of the application for the Transmission Assets (Application). This SoCG also includes those issues raised by BAE Systems during the post-application phase (i.e. relevant representations and pre-examination meetings).

1.1.4.2 The structure of this SoCG is as follows:

- Section 1.1: Introduction
- Section 1.2: Summary of SoCG
- Section 1.3: Summary of consultation
- Section 1.4: Agreement log

1.2 Summary of SoCG

1.2.1 Overview

1.2.1.1 This SoCG outlines the consultation that has taken place between the parties during the pre-application and post-application phases of the Transmission Assets. The agreement log presents the position reached by Deadline 3 (7 July 2025).

1.2.2 Summary of those matters agreed, ongoing points of discussion and not agreed

1.2.2.1 Table 1.1 provides a summary of those matters which are agreed, any ongoing points of discussion and those matters which are not agreed between the parties.

Table 1.1: Summary of those matters agreed, ongoing points of discussion and not agreed

Topic	Agreement status
EIA Matters and the Applicants' Environmental Statement	Some matters Not Agreed; some matters Ongoing point of discussion
Bird Strike	Some matters Not Agreed; some matters Ongoing point of discussion
Aerodrome Safeguarding	Ongoing point of discussion
Solar Farm Protections	Ongoing point of discussion

1.3 Summary of Consultation

- 1.3.1.1 Table 1.2 below provides an overview of the consultation undertaken by the Applicants with BAE Systems during the pre-application phase of the Transmission Assets.
- 1.3.1.2 Table 1.3 below provides a summary of the consultation undertaken by the Applicants with BAE Systems during the post-application phase of the Transmission Assets. The summary presented is not exhaustive account but provides an overview of the primary discussions undertaken between the parties. All attendees at the meetings listed in Table 1.2 are provided in the Technical Engagement Plan (APP-189) and Consultation Report (APP-170). However, for the avoidance of doubt, this SoCG is limited to those matters which are between BAE Systems and the Applicants.
- 1.3.1.3 This initial SoCG makes reference to other documents submitted with the Application that set out, in greater detail, the discussions that have taken place between BAE Systems and the Applicants. These documents are:
- The Technical Engagement Plan (APP-041) and appendices (APP-190, APP-191 and APP-192);
 - The Consultation Report (APP-170) and annexes (APP-187 and APP-188);
 - BAE Systems' Relevant Representation (RR-208); and
 - The Applicants' response to BAE Systems' Relevant Representation at the Procedural Deadline.

Table 1.2: Summary of pre-application consultation with BAE Systems

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
Scoping			
08 December 2022	Scoping Opinion	Statutory	Issue of Scoping Opinion
Statutory (Section 42) consultation			
23 November 2023	Section 42 response	Statutory	Section 42 response of BAE Systems

Table 1.3: Summary of post-application consultation with BAE Systems

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
April 2025	Relevant Representations	Statutory	Relevant representations of BAE Systems
12 May 2025	Meeting	Non-statutory	Introduction to the SoCG process

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
19 May 2025	Meeting	Non-statutory	Strategy for wildlife hazard management plan
02 July 2025	Meeting	Non-statutory	Update of SoCG

1.4 Agreement log

1.4.1.1 This section of the SoCG sets out the level of agreement between the parties. For each matter, the status is identified as being either agreed, not agreed or an ongoing point of discussion, according to the criteria set out in Table 1.4 below.

Table 1.4: Position definitions and colour coding

Position and colour coding	Definition of position
Agreed	The matter is considered to be agreed between the parties.
Ongoing point of discussion	The matter is neither agreed or not agreed, and is a matter where further discussion is required between the parties.
Not agreed, but not material	The matter is not considered to be agreed between the parties, but is not deemed material.
Not agreed	The matter is not considered to be agreed between the parties.

1.4.1.2 Table 1.5 sets out the level of agreement between the parties for each relevant component of the Application (as identified in paragraph 1.1.2.2).

1.4.2 Aviation and Radar

Table 1.5: Agreement log between the parties on Aviation and Radar

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
EIA Matters and the Applicants' Environmental Statement				
BAE.AR.1	Consultation	The Applicants have undertaken adequate consultation with BAE Systems on the potential for impacts on aviation and radar at Warton Aerodrome.	[BAE Systems' position TBC – consultation between the Applicants and BAE Systems is ongoing.]	Ongoing point of discussion
BAE.AR.2	Consultation	The EIA has had due regard to matters raised by BAE Systems through statutory and non-statutory consultation on potential impacts on aviation and radar at Warton Aerodrome.	<p>The impact of the Transmission Assets on operations at Warton Aerodrome was scoped out of the Applicants' Environmental Statement (ES) due to the central part of the runway at the Aerodrome being located more than 2.5km from the works boundary for the project. BAE Systems disagrees with the Applicants' approach.</p> <p>The EIA should have considered the impact of the Transmission Assets on operations at Warton Aerodrome, including the potential for bird strike resulting from the environmental mitigation areas and the biodiversity benefit sites being located within Warton Aerodrome's 13km wildlife hazard safeguarding zone.</p> <p>Furthermore, the EIA should have considered the impact of the</p>	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
			Transmission Assets on the Aerodrome's communications, navigation and surveillance equipment (with the relevant 'study area' / 'zone of influence' being the area within a 6km radius of the Aerodrome – as per CAP378 and CAP772).	
BAE.AR.3	Policy	The Applicants have identified and considered policies relevant to aviation and radar within the Fylde Local Plan	No assessment of the Transmission Assets against Local Plan Policy T2 (with reference to the impact on operations at Warton Aerodrome) has been undertaken by the Applicants. Reference is made to this policy in the Planning Statement and the Local Planning Policy Tracker. However, no assessment or analysis of policy compliance has been undertaken.	Not agreed
BAE.AR.4	Baseline environment	The Applicants have adequately characterised the baseline environment for aviation and radar. The baseline is appropriate for the purpose of the EIA and HRA.	See BAE Systems' position in respect of BAE.AR.2 – the baseline environment for aviation and radar, as described in the ES, should have included Warton Aerodrome.	Not agreed
BAE.AR.5	Scoping	The scoping of impacts is appropriate to inform the assessment of aviation and radar within the EIA.	See BAE Systems' position in respect of BAE.AR.2 – the impact on operations at Warton Aerodrome arising from the Transmission Assets (including the environmental mitigation areas and the biodiversity benefit sites) should have been scoped into the ES.	Not agreed
BAE.AR.6	Study Area	The aviation and radar study area is appropriate for the	See BAE Systems' position in respect of BAE.AR.2 – BAE Systems	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		receptors, sites and impacts assessed.	<p>disagrees with the Applicants' approach (with a reduced study area of 2.5km having been adopted by the Applicants).</p> <p>In accordance with CAP738 and CAP772, the impact on communications, navigation and surveillance equipment is required to be assessed within a 6km radius of Warton Aerodrome. Furthermore, wildlife hazard risk (including from bird strike) is required to be considered where it has the potential to occur within a 13km radius.</p>	
BAE.AR.7	Project design envelope	<p>Volume 3 of the ES, Chapter 11: Aviation and Radar (APP-130) has identified, described and assessed the maximum design scenario for the EIA including the parameters for cranes and height of the substation buildings.</p> <p>The Applicants acknowledge the issue raised by BAE Systems in relation to cranes and has updated the Outline Code of Construction Practice at Deadline 5 (J1/F04) to include the commitment to submit notification of the intention to use fixed/mobile cranes or any other mobile plant of height 10 m or greater</p>	BAE Systems notes that, at Deadline 4, the Applicants have made amendments to Requirement 5 (Detailed design parameters onshore) contained in Schedules 2A and 2B of the draft DCO to provide measurements above ordnance datum – specifically, the maximum height – for any building, external electrical equipment and lightning rods which are to be provided/erected as part of the Transmission Assets. These parameters will be used to inform the safeguarding assessment which BAE Systems is required to undertake in accordance with CAP738 guidance. Clarity from the Applicants is sought regarding the parameters for cranes and equipment to be used during the	Ongoing point of discussion

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		above ground level or that of the surrounding structures or trees to the CAA.	<p>construction phase of the Transmission Assets.</p> <p>[BAE Systems to review the updated Outline Code of Construction Practice – submitted by the Applicants at Deadline 5]</p>	
BAE.AR.8	Assessment Methodology	The sensitivity criteria for aviation and radar receptors has been correctly identified and sufficiently described within Volume 3 of the ES, Chapter 11: Aviation and Radar (APP-130).	See BAE Systems' position in respect of BAE.AR.2.	Not agreed
BAE.AR.9	CEA assessment Methodology	The list of projects included in the Cumulative Effects Assessment in the ES is agreed.	See BAE Systems' position in respect of BAE.AR.2 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.	Not agreed
BAE.AR.10	Assessment of the effects from the project alone	<p>There will be no significant effects on aviation assets operated by BAE Systems in EIA terms for the Transmission Assets alone.</p> <p>The Applicants have undertaken a Wildlife Attractant Habitat Risk Assessment to evaluate the potential risks that the proposed ecological mitigation and biodiversity benefit areas (as well as infrastructure, buildings and other elements from energy installations) may</p>	<p>See BAE Systems' position in respect of BAE.AR.2 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.</p> <p>A determination in respect of the effects on aviation assets operated by BAE Systems and infrastructure at Warton Aerodrome, arising from the Transmission Assets (alone and in combination with other plans and projects), requires a Bird Strike Risk Assessment to be undertaken.</p>	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		pose by attracting wildlife and altering baseline conditions. This assessment was submitted at Deadline 5 (S_D5_17)	<p>Proactive engagement between the Applicants and BAE Systems is ongoing with a view to identifying the information required to inform the Bird Strike Risk Assessment and the most appropriate pathway to be adopted for undertaking the Assessment.</p> <p>[BAE Systems to review the Applicants' draft Wildlife Attractant Habitat Risk Assessment – submitted by the Applicants at Deadline 5]</p>	
BAE.AR.11	Assessment of the effects from the project cumulatively with other projects	<p>There will be no significant effects on aviation assets operated by BAE Systems in EIA terms for the Transmission Assets cumulatively with other plans and projects.</p> <p>The Applicants have undertaken a Wildlife Attractant Habitat Risk Assessment to evaluate the potential risks that the proposed ecological mitigation and biodiversity benefit areas (as well as infrastructure, buildings and other elements from energy installations) may pose by attracting wildlife and altering baseline conditions. This assessment was</p>	<p>See BAE Systems' position in respect of BAE.AR.2 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.</p> <p>A determination in respect of the effects on aviation assets operated by BAE Systems and infrastructure at Warton Aerodrome, arising from the Transmission Assets (alone and in combination with other plans and projects), requires a Bird Strike Risk Assessment to be undertaken.</p> <p>Proactive engagement between the Applicants and BAE Systems is ongoing with a view to identifying the information required to inform the Bird Strike Risk Assessment and the</p>	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		submitted at Deadline 5 (S_D5_17)	<p>most appropriate pathway to be adopted for undertaking the Assessment.</p> <p>[BAE Systems to review the Applicants' draft Wildlife Attractant Habitat Risk Assessment – submitted by the Applicants at Deadline 5]</p>	
BAE.AR.12	Mitigation and Monitoring	<p>The mitigation measures and monitoring outlined in Volume 3 of the ES, Chapter 11: Aviation and Radar (APP-130) and the Commitments Register (AS-030) are appropriate and will ensure significant effects are avoided.</p> <p>The Applicants have undertaken a Wildlife Attractant Habitat Risk Assessment to evaluate the potential risks that the proposed ecological mitigation and biodiversity benefit areas (as well as infrastructure, buildings and other elements from energy installations) may pose by attracting wildlife and altering baseline conditions. This assessment was submitted at Deadline 5 (S_D5_17).</p> <p>The Applicants have amended the draft DCO (C1/F07) at Deadline 5 following engagement with aviation</p>	<p>See BAE Systems' position in respect of BAE.AR.2 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.</p> <p>A determination in respect of the effects on aviation assets operated by BAE Systems and infrastructure at Warton Aerodrome, arising from the Transmission Assets (alone and in combination with other plans and projects), requires a Bird Strike Risk Assessment to be undertaken.</p> <p>Proactive engagement between the Applicants and BAE Systems is ongoing with a view to identifying the information required to inform the Bird Strike Risk Assessment and the most appropriate pathway to be adopted for undertaking the Assessment.</p> <p>The results of the Bird Strike Risk Assessment will inform the</p>	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		stakeholders to include a new Requirement [26]. This new Requirement secures the commitment to produce a detailed Wildlife Hazard Management Plan to be approved by the relevant planning authority in accordance with the outline Wildlife Hazard Management Plan as appropriate for the relevant stage following consultation with the aviation stakeholders (Blackpool Airport and BAE Systems in relation to civil aviation licensing, and the Ministry of Defence in relation to military aviation licensing).	<p>identification of suitable mitigation and management measures, together with a suitable monitoring strategy to be implemented during the lifetime of the OWF, the details of which are to be contained in a detailed Wildlife Hazard Management Plan (WHMP) for Warton Aerodrome (to be secured by a suitably worded Requirement in the DCO).</p> <p>[BAE Systems to review the Applicants' draft Wildlife Attractant Habitat Risk Assessment and the draft Requirement concerning the detailed WHMP – submitted by the Applicants at Deadline 5]</p>	
Bird Strike Risk				
BAE.AR.13	Onshore ecology and intertidal ornithology surveys	The scope of the onshore ecology and intertidal ornithology surveys and desk-based information (including species, survey coverage and survey effort) is appropriate to identify important ecological and ornithological features (including bird distribution patterns) for the purpose of informing the Baseline Bird Technical Report. Furthermore, the surveys have been undertaken in accordance with the appropriate methodologies to	BAE Systems' position TBC –The Baseline Bird Technical Report identifies those species which are considered to present a bird strike risk to aircraft landing at and taking off from Warton Aerodrome. BAE Systems is in the process of considering the Applicants' draft WAHRA and the underlying evidence base.	Ongoing point of discussion

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		inform production of the draft Wildlife Attractants Habitat Risk Assessment (draft WAHRA).		
BAE.AR.15	Baseline	The list of species at risk of collision with aircraft within the 13 km wildlife hazard safeguarding zone observed in respect of Warton Aerodrome, contained in the Baseline Bird Technical Report, is appropriate to inform the draft WAHRA.	The Baseline Bird Technical Report identifies those species which are considered to present a bird strike risk to aircraft landing at and taking off from Warton Aerodrome. Accordingly, it is agreed that the baseline established by the Baseline Bird Technical Report is appropriate to inform the Applicants' draft WAHRA.	Agreed
BAE.AR.16	Mitigation and monitoring	The proposed location of the ecological mitigation and biodiversity benefit areas have taken into account the proximity to Warton Aerodrome.	BAE Systems disagrees with the Applicants' approach. The "Site Selection of the Environmental Mitigation and Biodiversity Benefit Areas" Statement (Doc Ref. S_D2_13) identifies four guiding principles for site selection, all of which concern ecological considerations. Proximity to aviation infrastructure/interests is stated to have formed part of the Applicants' " <i>refinement exercise</i> ". It is BAE Systems' position that the Applicants have attributed a disproportionate amount of weight to ecological considerations in locating the environmental mitigation areas and the biodiversity benefit sites, and that the account taken of impacts on aviation infrastructure/interests by the Applicants was cursory and entirely inadequate.	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
BAE.AR.17	Outline Wildlife Hazard Management Plan	<p>The mitigation and management measures, and the monitoring proposals, contained in the outline Wildlife Hazard Management Plan (oWHMP) (REP3-065]) are considered to adequately address the risk of bird strike arising at Warton Aerodrome from the Transmission Assets (including the environmental mitigation areas and biodiversity benefit sites).</p> <p>It is further considered that the implementation of the aforesaid measures will enable BAE Systems to continue to comply with the terms of its licence (granted by the Civil Aviation Authority) and to discharge its duty with regard to the adequate management of wildlife hazard risk as required by CAP772.</p>	<p>BAE Systems' position TBC – BAE Systems is in the process of considering the Applicants' draft WAHRA and the underlying evidence base. It is proposed to append this document to the oWHMP. These documents need to be considered in the round. An update on BAE Systems' position will be provided in due course following further proactive engagement with the Applicants in respect of this matter.</p> <p>[BAE Systems to review the Applicants' draft Wildlife Attractant Habitat Risk Assessment – submitted by the Applicants at Deadline 5]</p>	Ongoing point of discussion
BAE.AR.18	DCO Requirement	<p>Requirement [26] of the draft DCO requires the submission of an a WHMP, the details of which are required to be approved in consultation with BAE Systems.</p> <p>The Applicants have amended the draft DCO (C1/F07) at</p>	<p>BAE Systems' position TBC – further discussion required between the Applicants and BAE Systems regarding the wording of an appropriately worded Requirement to secure the submission, approval and implementation of a detailed WHMP, together with the deeming provisions contained in paragraphs 4(3), 5(1) and 5(2) of Schedule 12 to the draft</p>	Ongoing point of discussion

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		Deadline 5 following engagement with aviation stakeholders to include a new Requirement [26]. This new Requirement secures the commitment to produce a detailed Wildlife Hazard Management Plan to be approved by the relevant planning authority in accordance with the outline Wildlife Hazard Management Plan as appropriate for the relevant stage following consultation with the aviation stakeholders (Blackpool Airport and BAE Systems in relation to civil aviation licensing, and the Ministry of Defence in relation to military aviation licensing).	DCO. BAE Systems requires to be named as a consultee (together with the Ministry of Defence – represented by Defence Infrastructure Organisation) in respect of the discharge of the aforementioned Requirement. [BAE Systems to review the Applicants' draft Requirement concerning the detailed WHMP – submitted by the Applicants at Deadline 5]	
Aerodrome Safeguarding				
BAE.AR.19	Safeguarding assessment	<p>The Applicants have provided sufficient information to BAE Systems in order to enable the necessary safeguarding assessments to be undertaken at Warton Aerodrome in line with CAP738 guidance.</p> <p>The Applicants acknowledge the issue raised by BAE Systems in relation to cranes and has updated the Outline Code of Construction Practice</p>	BAE Systems notes that, at Deadline 4, the Applicants have made amendments to Requirement 5 (Detailed design parameters onshore) contained in Schedules 2A and 2B of the draft DCO to provide measurements above ordnance datum – specifically, the maximum height – for any building, external electrical equipment and lightning rods which are to be provided/erected as part of the Transmission Assets. These parameters will be used to inform the	Ongoing point of discussion

Reference Number	Discussion point	Applicants' position	BAE Systems' position	status
		at Deadline 5 (J1/F04) to include the commitment to submit notification of the intention to use fixed/mobile cranes or any other mobile plant of height 10 m or greater above ground level or that of the surrounding structures or trees to the CAA.	<p>safeguarding assessment which BAE Systems is required to undertake in accordance with CAP738 guidance. Clarity from the Applicants is sought regarding the parameters for cranes and equipment to be used during the construction phase of the Transmission Assets.</p> <p>[BAE Systems to review the updated Outline Code of Construction Practice – submitted by the Applicants at Deadline 5]</p>	
Solar Farm Protections				
BAE.AR.20	Protective provisions	Schedule 10 Part 1 of the draft DCO (REP3-009[]) secures protective provisions for the benefit of the operator of Browns Lane Solar Farm (as an electricity statutory undertaker).	BAE Systems' position TBC –BAE Systems is engaging directly with the operator of Browns Lane Solar Farm to confirm their agreement of the protective provisions contained in Schedule 10 Part 1 of the draft DCO.	Ongoing point of discussion