



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Joint Policy Statement from Blackpool Airport and the Applicants



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Glossary

Term	Meaning
400 kV grid connection cables	Cables that will connect the proposed onshore substations to the existing National Grid Penwortham substation.
400 kV grid connection cable corridor	The corridor within which the 400 kV grid connection cables will be located.
Applicants	Morgan Offshore Wind Limited (Morgan OWL) and Morecambe Offshore Windfarm Ltd (Morecambe OWL).
Biodiversity benefit	<p>An approach to development that leaves biodiversity in a better state than before. Where a development has an impact on biodiversity, developers are encouraged to provide an increase in appropriate natural habitat and ecological features over and above that being affected.</p> <p>For the Transmission Assets, biodiversity benefit will be delivered within identified biodiversity benefit areas within the Onshore Order Limits. Further qualitative benefits to biodiversity are proposed via potential collaboration with stakeholders and local groups, contributing to existing plans and programmes, both within and outside the Order Limits.</p>
Code of Construction Practice	A document detailing the overarching principles of construction, contractor protocols, construction-related environmental management measures, pollution prevention measures, the selection of appropriate construction techniques and monitoring processes.
Commitment	This term is used interchangeably with mitigation and enhancement measures. The purpose of commitments is to avoid, prevent, reduce or, if possible, offset significant adverse environmental effects. Primary and tertiary commitments are taken into account and embedded within the assessment set out in the ES.
Construction Traffic Management Plan	A document detailing the construction traffic routes for heavy goods vehicles and personnel travel, protocols for delivery of Abnormal Indivisible Loads to site, measures for road cleaning and sustainable site travel measures.
Design envelope	A description of the range of possible elements and parameters that make up the Transmission Assets options under consideration, as set out in detail in Volume 1, Chapter 3: Project Description. This envelope is used to define the Transmission Assets for EIA purposes when the exact engineering parameters are not yet known. This is also referred to as the Maximum Design Scenario or Rochdale Envelope approach.
Development Consent Order	An order made under the Planning Act 2008, as amended, granting development consent.
Direct pipe	A cable installation technique which involves the use of a mini (or micro) tunnel boring machine and a hydraulic (or other) thruster rig to directly install a steel pipe between two points.
Environmental Impact Assessment	The process of identifying and assessing the significant effects likely to arise from a project. This requires consideration of the likely changes to the environment, where these arise as a consequence of a project, through comparison with the existing and projected future baseline conditions.

Term	Meaning
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
Evidence Plan Process	A voluntary consultation process with specialist stakeholders to agree the approach to, and information to support, the EIA and Habitats Regulations Assessment processes for certain topics.
Generation Assets	The generation assets associated with the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm include the offshore wind turbines, inter-array cables, offshore substation platforms and platform link (interconnector) cables to connect offshore substations.
Intertidal area	The area between Mean High Water Springs and Mean Low Water Springs.
Intertidal Infrastructure Area	The temporary and permanent areas between MLWS and MHWS.
Landfall	The area in which the offshore export cables make landfall (come on shore) and the transitional area between the offshore cabling and the onshore cabling. This term applies to the entire landfall area at Lytham St. Annes between Mean Low Water Springs and the transition joint bay inclusive of all construction works, including the offshore and onshore cable routes, intertidal working area and landfall compound(s).
Local Authority	A body empowered by law to exercise various statutory functions for a particular area of the United Kingdom. This includes County Councils, District Councils and County Borough Councils.
Local Highway Authority	A body responsible for the public highways in a particular area of England and Wales, as defined in the Highways Act 1980.
Main rivers	The term used to describe a watercourse designated as a Main River under the Water Resources Act 1991 and shown on the Main River Map. These are usually larger rivers or streams and are managed by the Environment Agency.
Marine licence	The Marine and Coastal Access Act 2009 requires a marine licence to be obtained for licensable marine activities. Section 149A of the Planning Act 2008 allows an applicant for to apply for 'deemed marine licences' in English waters as part of the development consent process
Maximum design scenario	The realistic worst case scenario, selected on a topic-specific and impact specific basis, from a range of potential parameters for the Transmission Assets.
Mean High Water Springs	The height of mean high water during spring tides in a year.
Mean Low Water Springs	The height of mean low water during spring tides in a year.
Micro-tunnel / micro-tunnelling	A tunnelling technique involving the use of a hydraulic (or other) jacking rig and a mini (or micro) tunnel boring machine to install a concrete tunnel between two points.
Mitigation measures	This term is used interchangeably with Commitments. The purpose of such measures is to avoid, prevent, reduce or, if possible, offset significant adverse environmental effects.
Morecambe Offshore Windfarm: Generation Assets	The offshore generation assets and associated activities for the Morecambe Offshore Windfarm.

Term	Meaning
Morecambe Offshore Windfarm: Transmission Assets	The offshore export cables, landfall, and onshore infrastructure required to connect the Morecambe Offshore Windfarm to the National Grid.
Morecambe OWL	Morecambe Offshore Windfarm Limited is owned by Copenhagen Infrastructure Partners' (CIP) fifth flagship fund, Copenhagen Infrastructure V (CI V).
Morgan and Morecambe Offshore Wind Farms: Transmission Assets	<p>The offshore export cables, landfall, and onshore infrastructure for the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm. This includes the offshore export cables, landfall site, onshore export cables, onshore substations, 400 kV grid connection cables and associated grid connection infrastructure such as circuit breaker compounds.</p> <p>Also referred to in this report as the Transmission Assets, for ease of reading.</p>
Morgan Offshore Wind Project: Generation Assets	The offshore generation assets and associated activities for the Morgan Offshore Wind Project.
Morgan Offshore Wind Project: Transmission Assets	The offshore export cables, landfall and onshore infrastructure required to connect the Morgan Offshore Wind Project to the National Grid.
Morgan OWL	Morgan Offshore Wind Limited is a joint venture between JERA Nex bp (JNbp) and Energie Baden-Württemberg AG (EnBW).
National Grid Penwortham substation	The existing National Grid substation at Penwortham, Lancashire.
National Policy Statement(s)	The current national policy statements published by the Department for Energy and Net Zero in 2023 and adopted in 2024.
Offshore booster station	A fixed structure located along the offshore export cable route, containing electrical equipment to ensure bulk wind farm capacity can be fully transmitted to the onshore substations.
Offshore substation platform(s)	A fixed structure located within the wind farm sites, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which would bring electricity from the Generation Assets to the landfall.
Offshore export cable corridor	The corridor within which the offshore export cables will be located.
Offshore Permanent Infrastructure Area	The area within the Transmission Assets Offshore Order Limits (up to MLWS) where the permanent offshore electrical infrastructure (i.e. offshore export cables) will be located.
Offshore Order Limits	See Transmission Assets Order Limits: Offshore (below).
Offshore substation platform(s)	A fixed structure located within the wind farm sites, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore.
Onshore export cables	The cables which would bring electricity from the landfall to the onshore substations.
Onshore export cable corridor	The corridor within which the onshore export cables will be located.
Onshore Infrastructure Area	The area within the Transmission Assets Order Limits landward of MHWS. Comprising the offshore export cable corridor from MHWS to

Term	Meaning
	the transition joint bay, onshore export cable corridor, onshore substations and 400 kV grid connection cable corridor, and associated temporary and permanent infrastructure including temporary and permanent compound areas and accesses. Those parts of the Transmission Assets Order Limits proposed only for ecological mitigation and/or biodiversity benefit are excluded from this area.
Onshore Order Limits	See Transmission Assets Order Limits: Onshore (below).
Onshore substations	The onshore substations will include a substation for the Morgan Offshore Wind Project: Transmission Assets and a substation for the Morecambe Offshore Windfarm: Transmission Assets. These will each comprise a compound containing the electrical components for transforming the power supplied from the generation assets to 400 kV and to adjust the power quality and power factor, as required to meet the UK Grid Code for supply to the National Grid.
Preliminary Environmental Information Report	A report that provides preliminary environmental information in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This is information that enables consultees to understand the likely significant environmental effects of a project, and which helps to inform consultation responses.
Renewable energy	Energy from a source that is not depleted when used, such as wind or solar power.
Scour protection	Protective materials to avoid sediment being eroded away from the base of the foundations due to the flow of water.
Substation	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of electrical transformers.
The Secretary of State for Energy Security and Net Zero	The decision maker with regards to the application for development consent for the Transmission Assets.
Transmission Assets	See Morgan and Morecambe Offshore Wind Farms: Transmission Assets (above).
Transmission Assets Order Limits	The area within which all components of the Transmission Assets will be located, including areas required on a temporary basis during construction and/or decommissioning (such as construction compounds).
Transmission Assets Order Limits: Offshore	<p>The area within which all components of the Transmission Assets seaward of Mean Low Water Springs will be located, including areas required on a temporary basis during construction and/or decommissioning.</p> <p>Also referred to in this report as the Offshore Order Limits, for ease of reading.</p>
Transmission Assets Order Limits: Onshore	<p>The area within which all components of the Transmission Assets landward of Mean High Water Springs will be located, including areas required on a temporary basis during construction and/or decommissioning (such as construction compounds).</p> <p>Also referred to in this report as the Onshore Order Limits, for ease of reading.</p>

Acronyms

Acronym	Meaning
AIS	Air Insulated Switchgear
AOD	Above Ordnance Datum
BCA	Bilateral Grid Connection Agreement
CoCP	Code of Construction Practice
CoT	Project Commitment
CBRA	Cable Burial Risk Assessment
CfD	Contracts for Difference
CMS	Construction Method Statement
CSIP	Cable Specification and Installation Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DECC	Department of Energy and Climate Change
Defra	Department for Environment, Food and Rural Affairs
DESNZ	Department for Energy Security & Net Zero
dML	Deemed Marine Licence
EnBW	Energie Baden-Württemberg AG
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EPP	Evidence Plan Process
ES	Environmental Statement
EWG	Expert Working Group
GIS	Gas Insulated Switchgear
HDD	Horizontal Directional Drilling
HGV	Heavy goods vehicle
HNDR	Holistic Network Design Review
HVAC	High Voltage Alternating Current
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IAQM	Institute of Air Quality Management
LAT	Lowest Astronomical Tide
MCA	Maritime and Coastguard Agency
MCZ	Marine Conservation Zone
MDS	Maximum Design Scenario

Acronym	Meaning
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
MPS	Marine Policy Statement
MTBM	Mini (or micro) tunnel boring machine
NGESO	National Grid Electricity System Operator
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
O&M	Operation and Maintenance
OSP	Offshore Substation Platform
OTNR	Offshore Transmission Network Review
PDE	Project Design Envelope
PEIR	Preliminary Environmental Information Report
PPP	Pollution Prevention Plan
PRoW	Public rights of way
SAC	Special Areas of Conservation
SAR	Search and Rescue
SPA	Special Protection Area
SNCBs	Statutory Nature Conservation Bodies
SSSI	Sit of Special Scientific Interest
SWMP	Site Waste Management Plan
TEP	Technical Engagement Plan
TJB	Transition Joint Bay
UK	United Kingdom
UXO	Unexploded Ordnance
WSI	Written scheme of investigation

Units

Unit	Description
%	Percentage
dB	Decibels
Kg	Kilogram
kHz	Kilohertz

Unit	Description
KJ	Kilojoules
km	Kilometres
km ²	Kilometres squared
kV	Kilovolt
m	Metres
m ²	Metres squared
m ³	Metres cubed
nm	Nautical mile
μPa	micropascal

1 Introduction

- 1.1.1.1 This document constitutes a joint statement from the Applicants, Blackpool Airport Properties Limited (BAPL) and Blackpool Airport Operations Limited (BAOL) in satisfaction of Hearing Action Points ISH2_6 and CAH2_3:
- ISH2_6: *Submit a joint statement, which explains how relevant aviation NPS policy has been met and how Blackpool Airports' concerns have been alleviated.*
 - CAH2_3: *Confirmation of completion of the Cooperation Agreement and update on progress with the land agreement.*
- 1.1.1.2 Section 2 of this statement provides confirmation of completion of the agreement entered into between the Applicants, BAOL and BAPL (the Cooperation Agreement) and the withdrawal of BAOL's relevant representations made in relation to the Application.
- 1.1.1.3 Section 3 sets out the aviation and radar policy from the National Policy Statements (NPS) relevant to the Application and how this policy has been complied with, including how concerns raised in BAOL's and BAPL's representations (see RR-0245, RR-0246, REP1-114, REP1-115, REP3-075, REP4-129, REP5-162, REP5-163) have been addressed.
- 1.1.1.4 The parties' respective positions in relation to progress with the land agreement are set out in the Applicants' Land Rights Tracker (REP5-098) and Blackpool Borough Council's response to ExAQ 2.5.1.4 (REP5-164).

2 Cooperation Agreement update

- 2.1.1.1 The Applicants, BAPL and BAOL confirm that the Cooperation Agreement was completed on 22 September 2025. The Cooperation Agreement is a confidential commercial agreement. However, all parties to the Cooperation Agreement confirm that the Cooperation Agreement together with other mitigation measures secured through the DCO requirements in Schedules 2A and 2B of the draft DCO (REP5-010) provide the framework to ensure that Blackpool Airport can continue its safe, uninterrupted and efficient Airport operations while the Transmission Assets project is constructed and operated within the Airport boundary and wider safeguarding areas.
- 2.1.1.2 Under the Cooperation Agreement, BAOL is under an obligation to issue a Letter of No Objection to the Examining Authority within 10 working days of completion. The Letter of No Objection [AS-083] was issued to the ExA on 29 September 2025. In summary, the Letter of No Objection provides that, following completion of the Cooperation Agreement, BAOL has no remaining objection to the Morgan and Morecambe Transmission DCO application, and withdraws all prior representations made in relation to the application. Notwithstanding this, BAOL reserves the right to make fresh representations in relation to (i) any new application documents, or (ii) any amendments to existing application documents (such representations to be made only in respect

of the new or amended clauses or sections of such documents), or (iii) any new proposals which may be introduced after 29 September 2025 and which may materially prejudice BAOL's licensed operations and functions. For the avoidance of doubt, the Letter of No Objection does not affect any prior representations made by BAPL or Blackpool Borough Council.

3 Relevant NPS Policies

3.1.1.1 Tables 3-1 and 3-2 set out the relevant paragraphs from NPS EN-1 and EN-5 including issues of defence, radar, and bird strike which relate to the concerns raised by BAOL and BAPL in their examination representations. There is no relevant policy in EN-3 relating to this Application. The below tables do not include generic policy about aviation, but instead focus on the concerns raised by BAOL and BAPL and how the Applicants, BAOL and BAPL agree that these have been satisfied and the Transmission Assets application is in accordance with the relevant policy requirements.

Table 3-1: NPS EN-1

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
5- Generic Impacts		
5.5- Civil and Military Aviation and Defence Interests		
5.5.2	Collaboration and co-existence between aviation, defence and energy industry stakeholders should be strived for to ensure scenarios such that neither is unduly compromised.	The Applicants have worked with BAOL and BAPL in a collaborative and cooperative manner both prior to submission of the Application and throughout the Examination to develop the Transmission Assets proposals and fully understand the potential impacts on Blackpool Airport. Primarily this engagement has focused on the Cooperation Agreement, but has also resulted in amendments to the DCO requirements, particularly in relation to wildlife hazard management matters and proposed engagement as part of the required communication through the DCO discharge process where relevant, to ensure appropriate mitigation is secured. The Cooperation Agreement contains general principles of cooperation to ensure the parties continue to work in a collaborative manner to facilitate the carrying out of works at Blackpool Airport in a way which ensures that the Airport can continue to operate in a safe, efficient and uninterrupted manner and that the Applicants have the necessary ability to maintain their works in the Airport to ensure the continued operation of the Morgan and Morecambe offshore wind farms.
Aviation		
5.5.5	UK airspace is important for both civilian and military aviation interests. It is essential that new energy infrastructure is developed collaboratively alongside aerodromes, aircraft, air systems and airspace so that safety, operations and Overarching National Policy Statement for Energy (EN-1) 111 capabilities are not adversely affected by new energy infrastructure. Likewise, it is essential that aerodromes, aircraft, air systems and airspace operators work collaboratively with energy infrastructure developers essential for net zero. Aerodromes can have important economic and social benefits, particularly at the regional and local level, but their needs must be balanced with the urgent need for new energy developments.	

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
	<i>which bring about a wide range of social, economic and environmental benefits.</i>	
Safeguarding		
5.5.10	<i>Areas of airspace around aerodromes used by aircraft, including taking off or on approach and landing are described as "obstacle limitation surfaces" (OLS). All civil aerodromes licensed by the Civil Aviation Authority (CAA) and all military aerodromes must comply with the OLS. These are defined according to criteria set out in relevant CAA guidance¹⁹³ for licensed civil aerodromes and according to Ministry of Defence (MOD) criteria, as set by the Military Aviation Authority, which is part of the Defence Safety Authority (DSA), for military aerodromes.</i>	The Cooperation Agreement includes provisions which ensure that the Applicants' works do not exceed or interfere with the Runway 10-28 OLS and allow BAOL to continue to operate safely in accordance with the OLS requirements and the Airport's Civil Aviation Authority (CAA) licence conditions.
5.5.11	<i>Aerodromes that are officially safeguarded will have officially produced plans that show the OLS. Care must be taken to ensure that new developments do not infringe these protected OLS except where an aerodrome operator has considered the development and either determined there to be no adverse impact or agreed an acceptable mitigation can be put in place, as these encompass the critical airspace within which key air traffic associated with the aerodrome operates.</i>	
5.5.16	<i>The CAA makes clear that the responsibility for the safeguarding of General Aviation aerodromes lies with the aerodrome operator.</i>	This is recognised by the Applicants, BAOL and BAPL and the Cooperation Agreement includes provisions and agreed ways of working to manage the Airport's ongoing compliance with CAA regulations through the obligations and processes contained within CAP 791 – Procedures for changes to aerodrome infrastructure and CAP 738 – Safeguarding of Aerodromes.
Communications, navigation and surveillance (CNS) infrastructure		
5.5.21	<i>Safe and efficient operations within UK airspace and defence operations are dependent upon CNS infrastructure, including radar (often referred to as 'technical sites').</i>	<p>The Transmission Assets DCO does not include any wind turbines or large structures that would impact CNS or technical sites at Blackpool Airport.</p> <p>The Cooperation Agreement secures agreed mitigation in relation to Blackpool Airport's CNS</p>

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
5.5.22	<i>Energy infrastructure development may interfere with the operation of CNS systems such as radar. This is a particular problem for wind turbines as they can act as a reflector or diffractor of radio signals upon which Air Traffic Control Services and Air Defence Operations rely (an effect which is particularly likely to arise when large structures, such as wind turbines, are near Communications and Navigation Aids and technical sites). Wind turbines may also cause false returns and other technical issues when built in line of sight to radar installations.</i>	infrastructure which may be affected by the proposed works within Blackpool Airport.
Applicant assessment		
5.5.37	<i>Where the proposed development may affect the performance of civil or military aviation CNS, meteorological radars and/or other defence assets an assessment of potential effects should be set out in the ES (see Section 4.3).</i>	The Applicants included assessment of impacts on aviation, radar, and defence assets (including relevant cumulative and in combination effects) in Chapter 11 of the Environmental Statement (ES) (see APP-130). The Applicants' assessment includes appropriate baseline information following consultation with the appropriate bodies. Details of consultation with aviation bodies are included in [section 11.3 and Table 11.5 of Chapter 11 of the ES APP-130].
5.5.38	<i>The requirement for ATC and non-cooperative surveillance – i.e. radar/tracking technologies – forms part of the environmental baseline for proposed developments.</i>	
5.5.39	<i>The applicant should consult the MOD, Met Office, Civil Aviation Authority (CAA), NATS and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation, meteorological or other defence interests.</i>	
5.5.40	<i>Any assessment of effects on aviation, meteorological or other defence interests should include potential impacts of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), generation of weather warnings and forecasts, other defence assets (including radar) and aerodrome operational procedures. It should also assess the demonstratable cumulative effects of the project with other relevant projects in relation to</i>	

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
	<i>aviation, meteorological and defence.</i>	
5.5.41	<p><i>In addition, consideration of developments near aerodromes should take into account the following factors:</i></p> <ul style="list-style-type: none"> <i>• Bird Strike Risk – Aircraft are vulnerable to wildlife strike, in particular bird strike. Birds and other wildlife may be attracted to the vicinity of an aerodrome by various types of development, for example, large buildings with perching/roosting opportunities for birds. It is therefore important that infrastructure, buildings and other elements from energy installations, as well as environmental mitigation are designed in such a way so as not to increase the bird strike risk to the airport for developments within 13km (this can vary).</i> <i>• Building Induced Turbulence – If a significant building or structure is proposed close to the airport/runways, there is potential for building induced turbulence/wind shear to be created which has the potential to impact on aircraft on take-off and landing. Studies may be required to identify the extent of any turbulence resulting from the energy infrastructure.</i> <i>• Thermal Plume Turbulence – This is caused under certain conditions by the release of hot air from a power plant equipped with a dry cooling system. The plumes generated by these facilities have the potential to create invisible turbulence that can affect the manoeuvrability of aircraft.</i> 	<p>Paragraph 5.5.41 of EN-1 sets out additional factors that should be 'taken into account' when considering developments near aerodromes.</p> <p>Building induced turbulence and thermal plume turbulence are not matters which have been raised as a concern for Blackpool Airport in relation to the DCO.</p> <p>In relation to bird strike risk, the Applicants have been in ongoing dialogue with BAOL in relation to bird strike risk and how that risk can be managed in line with the Airport's obligations under CAP 738 – Safeguarding of Aerodromes and CAP 772 – Wildlife Hazard Management at Aerodromes. Paragraph 5.5.12 of EN-1, and CAP 738, place an ongoing, forward-looking obligation on all aerodrome operators to ensure that their safeguarding systems (including any existing bird strike risk assessments and safeguarding plans) remain in place and can be 'scaled up' against the expansion of potentially hazardous obstacles or activities (it is noted that the need for infrastructure like the projects presented in the NPS is a clear signal that growth of these types of activities is anticipated).</p> <p>During Examination, the Applicants have developed, with input from BAOL, an outline Wildlife Hazard Management Plan (WHMP) (REP5-106) which sets out how potential increases to bird strike risk will be managed within the existing Blackpool Airport framework of wildlife hazard management to ensure BAOL's continued compliance with CAP 738 and CAP 772. The outline WHMP includes at Appendix B, a draft Blackpool Airport Bird Strike Risk Assessment. BAOL confirms that, subject to minor amendments the Applicants have agreed to incorporate at Deadline 6, they are satisfied that the risk assessment is robust and in conjunction with the updated Requirement 27 and the management plan secures sufficient design constraints for the environmental mitigation areas, assesses the relevant works areas and provides suitable mitigations by species, combined with an ongoing monitoring program and escalation process (should hazardous bird flight lines appear and / or bird numbers become excessive). The outline WHMP will be a certified document and requirement 27 of Schedules 2A and 2B of the draft DCO (REP5-010) secures submission and approval of a detailed WHMP (in accordance with the outline WHMP). BAOL are named consultees for the detailed WHMP. BAOL confirms that it is satisfied that this is an</p>

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
		appropriate way to manage any bird strike risk arising from the development of the Transmission Assets.
5.5.42	<i>If any relevant changes are made to proposals during the pre-application and determination period, it is the responsibility of the applicant to ensure that the relevant aviation, meteorological and defence consultees are informed as soon as reasonably possible.</i>	The Applicants' Consultation Report sets out the relevant pre-application engagement undertaken by the Applicants. The Applicants, BAOL and BAPL have been engaging on the Cooperation Agreement terms prior to and during the Examination and will continue to engage post Examination under the terms of the Cooperation Agreement. That ongoing engagement resulted in the inclusion of amendments to the Onshore Order Limits at the Airport where it has been agreed that no works will take place. Those Onshore Order Limit amendments were included in the Change Request submitted at Deadline 4. The Applicants undertook appropriate non-statutory consultation on the Change Request to ensure all relevant consultees were informed of the proposed changes.
Mitigation		
5.5.43	<i>The applicant should include appropriate mitigation measures as an integral part of the proposed development.</i>	<p>The Transmission Assets application includes appropriate mitigation which has been achieved through:</p> <ul style="list-style-type: none"> the design of the Transmission Assets and the design commitments embedded in the outline Wildlife Hazard Management Plan, illustrate how the requirement to design infrastructure, buildings and other elements from energy installations, as well as environmental mitigation in such a way so as not to increase the bird strike risk; the measures secured through the requirements including BAOL's role as named consultee in respect of Requirement 4 (Substation works), Requirements 8 (Code of Construction Practice), 10 (Highway accesses) and 27 (Wildlife Hazard Management Plan); the Change Request amendments to the Onshore Order Limits at the Airport; and the additional mitigation measures included in the Cooperation Agreement securing ongoing cooperation and collaboration between the Applicants, BAOL and BAPL during construction and operation of the Transmission Assets.
Secretary of State decision making		
5.5.49	<i>The Secretary of State should be satisfied that the effects on meteorological radars, civil and</i>	The Applicants have carried out an appropriate assessment of the potential impacts on Blackpool Airport through the Environmental

Location in EN-1	Policy wording	Details of Applicants' compliance with policy
	<i>military aerodromes, aviation technical sites and other defence assets or operations have been addressed by the applicant and that any necessary assessment of the proposal on aviation, NSWWS or defence interests has been carried out.</i>	Statement and the additional documentation developed and submitted during Examination. This satisfies the need for "any necessary assessment of the proposal on aviation". The Transmission Assets include appropriate mitigation to manage the effects the Transmission Assets would have on Blackpool Airport. This has been achieved through:
5.5.50	<i>In particular, the Secretary of State should be satisfied that the proposal has been designed, where possible, to minimise adverse impacts on the operation and safety of aerodromes and that realistically achievable mitigation is carried out on existing surveillance systems such as radar/tracking technologies. It is incumbent on Operators of aerodromes to regularly review the possibility of agreeing to make reasonable changes to operational procedures.</i>	<ul style="list-style-type: none"> the design of the Transmission Assets and the design commitments embedded in the outline Wildlife Hazard Management Plan illustrate how the requirement to design infrastructure, buildings and other elements from energy installations, as well as environmental mitigation in such a way so as not to increase the bird strike risk; the measures secured through the requirements including BAOL's role as named consultee in respect of Requirement 4 (Substation works), Requirements 8 (Code of Construction Practice), 10 (Highway accesses) and 27 (Wildlife Hazard Management Plan); the Change Request amendments to the Order Limits at the Airport; and the additional mitigation measures included in the Cooperation Agreement securing ongoing cooperation and collaboration between the Applicants, BAOL and BAPL during construction and operation of the Transmission Assets. <p>The design of the Transmission Assets combined with the agreed mitigation measures ensures that Blackpool Airport can continue to operate in a safe, efficient and uninterrupted manner.</p>
5.5.60	<i>Provided that the Secretary of State is satisfied that the impacts of proposed energy developments do not present risks to national security and physical safety, and where they do, provided that the Secretary of State is satisfied that appropriate mitigation can be achieved, or appropriate requirements can be attached to any Development Consent Order to secure those mitigations, consent may be granted</i>	As noted above, the design of the Transmission Assets combined with the robust risk assessment and agreed, appropriate mitigation measures (including agreement on the inclusion and drafting of Requirement 4 (Substation works), Requirements 8 (Code of Construction Practice), 10 (Highway accesses) and 27 (Wildlife Hazard Management Plan) ensures that the Airport can continue to operate in a safe, efficient and uninterrupted manner. On that basis, the Secretary of State can be satisfied that the Transmission Assets do not present any risks in respect of national security or physical safety in relation to the Airport.

Table 3-2: NPS EN-5

Location in EN-5	Policy wording	Details of Applicants' compliance with policy
2 – Assessment and Technology – Specific Information		
2.11 – Secretary of State decision making		
<i>Electric and Magnetic Fields (EMFs)</i>		
2.11.15	<i>Where a statutory consultee on the safeguarding of technical facilities identifies a risk that the EMF effect of electricity network infrastructure would compromise the effective and safe operation of such facilities, the potential impact and siting and design alternatives will need to have been fully considered as part of the application.</i>	BAOL and BAPL identified in their written representation submitted at Deadline 1 that they have concerns about the possible impact of EMF arising from the cables on Airport infrastructure and operations. The Applicants, BAOL and BAPL have been in ongoing dialogue about the possible EMF effects as part of the Cooperation Agreement negotiations. The Cooperation Agreement includes provisions to investigate potential EMF effects further and, if required, implement necessary mitigations to meet CAA regulatory requirements through the CAP 791 process.