



# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

BAE Systems (Warton Aerodrome) and the Defence Infrastructure Organisation (on behalf of Ministry of Defence) SoCG

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Prepared by:

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

Prepared for:

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

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Signed

Name

Date

Position

For BAE Systems (Warton Aerodrome)

Signed

Name

Date

Position

For Defence Infrastructure Organisation (on behalf of Ministry of Defence)

Signed

Name

Date

Position

For Morgan OWL

Signed

Name

Date

Position

For Morecambe OWL

## Acronyms

Acronym	Meaning
CoCP	Code of Construction Practice
DCO	Development Consent Order
DIO	Defence Infrastructure Organisation
EnBW	Energie Baden-Württemberg AG
ExA	Examining Authority
MoD	Ministry of Defence
RR	Relevant Representation
SoCG	Statement of Common Ground
WHMP	Wildlife Hazard Management Plan

# **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') and the Defence Infrastructure Organisation (hereafter referred to as 'DIO') (representing the Ministry of Defence (hereafter referred to as 'MoD')), 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. MoD are a statutory consultee in the planning system for the purpose of safeguarding the operation and capability of Warton Aerodrome (which is operated by BAE Systems). The DIO Safeguarding Team represents MoD as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

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. This SoCG will also specify the actions needed to address the issues and will facilitate further discussion between the parties. This 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 Systems' and DIO's remit**

1.1.2.1 BAE Systems' concerns, as set out in their Relevant Representation (RR-208), and DIO's (representing MoD) concerns, as set out in their Deadline 1 submission (REP1-075), are focused on the potential for impacts to arise from the Transmission Assets on operations at Warton Aerodrome.

1.1.2.2 The elements of the Transmission Assets which may affect the interests of BAE Systems are those located within Warton Aerodrome's 13 km Bird Hazard Safeguarding Zone (as well as the MoD's 12.87 km statutory safeguarding

zone), including Work Numbers 20A/B, 21A/B, 35A/B, 44A/B and 49A/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 (REP6-013).

1.1.2.3 The statutory safeguarding zones drawn around Warton Aerodrome are designed to ensure that development does not:

- introduce physical obstructions to the three dimensional space above and surrounding the Aerodrome within which aircraft may be at critical stages of flight;
- result in the creation or enhancement of environments attractive to those large and/or flocking bird species that may degrade aviation safety; or
- introduce structures or sources of electronic noise that may degrade or otherwise compromise the operation and capability of technical assets deployed at the Aerodrome including those used for communications, navigation or surveillance.

1.1.2.4 This SoCG addresses issues raised by BAE Systems and DIO (on behalf of MoD) in response to the proposed Transmission Assets and their implementation. The following broad topic areas have been identified:

- tall/narrow structures within statutory safeguarding zones drawn to assure the operation and capability of Warton Aerodrome;
- bird strike risk and the potential creation of environments which have the capacity to attract those large and/or flocking bird species hazardous to aviation safety; and
- development within statutory safeguarding zones drawn to assure the operation and capability of technical assets used to manage air traffic which include communications, navigation and surveillance systems.

1.1.2.5 This SoCG is arranged into the following topic areas:

- Consultation and Policy
- Environmental Impact Assessment (EIA) Matters and the Applicants' Environmental Statement
- Bird Strike Risk
- Aerodrome Safeguarding
- 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 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 SoCG has been developed and will be progressed during the examination phase of the Transmission Assets. In accordance with discussions between the parties, this 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 and DIO (on behalf of MoD) during the



post-application phase (i.e. relevant representations, deadline submissions and technical meetings held during the examination of the Application).

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 7 (29 October 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 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
Consultation and Policy	Agreed (for Consultation); Not Agreed (for Policy)
EIA Matters and the Applicants' Environmental Statement	In the main Not Agreed; certain matters Agreed
Bird Strike Risk	In the main Not Agreed; certain matters Agreed
Aerodrome Safeguarding	Agreed
Solar Farm Protections	Agreed

1.2.2.2 Summary of Consultation

1.2.2.3 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.

1.2.2.4 Table 1.3 below provides a summary of the consultation undertaken by the Applicants with BAE Systems and DIO during the post-application phase of the Transmission Assets. The summary presented is not an exhaustive account but provides an overview of the primary discussions undertaken between the parties. All attendees at the meetings listed in

1.2.2.5 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, DIO and the Applicants.

- 1.2.2.6 This 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, DIO and the Applicants.

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

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

**Table 1.3: Summary of post-application meetings with BAE Systems and DIO**

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
12 May 2025	Meeting	Non-statutory	Introduction to the SoCG process (BAE)
19 May 2025	Meeting	Non-statutory	Strategy for wildlife hazard management plan (BAE)
02 July 2025	Meeting	Non-statutory	Update of SoCG (BAE)
28 August 2025	Meeting	Non-statutory	Engagement plan and oWHMP update (BAE)
08 September 2025	Meeting	Non-statutory	Introduction of DIO to process (DIO)
09 September 2025	Meeting	Non-statutory	Update of SoCG (BAE)
15 September 2025	Meeting	Non-statutory	Presentation of wildlife attractants habitat risk assessment & SoCG (BAE & DIO)
17 September 2025	Meeting	Non-statutory	Presentation of wildlife attractants habitat risk assessment & SoCG (BAE & DIO)
18 September 2025	Meeting	Non-statutory	Update of SoCG (BAE & DIO)

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
03 October 2025	Meeting	Non-statutory	Update to wildlife attractants habitat risk assessment (BAE & DIO)
06 October 2025	Meeting	Non-statutory	Joint position on collaboration and policy compliance (BAE & DIO)
17 October 2025	Meeting	Non-statutory	Feedback on wildlife attractants habitat risk assessment (BAE & DIO)
20 October 2025	Meeting	Non-statutory	Draft DCO Requirement wording & SoCG (BAE & DIO)

## 1.3 Agreement log

1.3.1.1 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.

1.3.1.2 Table 1.5 sets out the level of agreement between the parties for each relevant component of the Application.

### 1.3.2 Aviation and Radar

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

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
<b>Consultation and Policy</b>					
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, taking a collaborative and ongoing engagement with BAE and MoD / DIO from pre-application stage in accordance with NPS EN-1 para 5.5.5.	BAE Systems has been and will continue to work collaboratively with the Applicants and MoD / DIO in order to address concerns regarding aviation safety at Warton Aerodrome. To the extent that para 5.5.5 of NPS EN-1 requires the parties to collaborate and to engage constructively in order to balance their respective needs and interests, it is considered that this policy requirement has been and continues to be met.	MoD acknowledge and appreciate that the Applicants have engaged, and continue to engage, with both MoD and BAE Systems.	Agreed
BAE.AR.2	Policy	The Applicants have identified and considered policies relevant to aviation and radar within the Fylde Local Plan	BAE Systems is not in a position to confirm compliance of the Transmission Assets with Local Plan Policy T2 absent a Bird Strike Risk Assessment for Warton Aerodrome, informed by the Applicants' draft Wildlife Attractants Habitat Risk Assessment ("WAHRA")	No MoD comment.	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
			<p>(Appendix A to Doc. Ref. S_D3_8/F03), the details of which are required to be agreed between the Applicants, BAE Systems and MoD / DIO.</p> <p>The results of the Bird Strike Risk Assessment will confirm the level of bird strike risk at Warton Aerodrome. At this point, it will be possible to consider the availability of mitigation to address and maintain the risk identified at an acceptable level (such mitigation to be secured by a suitably worded Requirement).</p> <p>For BAE Systems' position in respect of draft Requirement 27, see BAE.AR.23.</p>		
BAE.AR.3	NPS EN-1 policy para 5.5.5	The Applicants have undertaken collaborative and ongoing engagement with BAE and MoD / DIO from pre-application stage. However, the Applicants are	See BAE.AR.1.	MoD acknowledge and appreciate that the Applicants have engaged, and continue to engage, with both MoD and BAE Systems.	Agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		disappointed that the MOD's SME did not get involved in technical discussions until Deadline 5.			
BAE.AR.4	NPS EN-1 policy 5.5.41	<p>The Applicants have designed the ecological mitigation and biodiversity benefit areas so as not to increase or change the use as it may potentially be hazardous for birds. Monitoring, management and active measures will be in place to control unintended consequences.</p> <p>The Applicants have complied with the test in para. 5.5.41 of NPS EN-1.</p>	<p>Para 5.5.41 of NPS EN-1 highlights the importance of energy installations being designed in such a way as to not increase bird strike risk. In the absence of a Bird Strike Risk Assessment for Warton Aerodrome, there remains uncertainty over whether the design of the ecological mitigation areas, the biodiversity benefits site, the substation sites and general construction activities would increase bird strike risk. At present, BAE Systems cannot confirm that para 5.5.41 of NPS EN-1 has been complied with.</p> <p>See BAE.AR.22.</p>	<p>MoD note that the Applicants have submitted documents which seek to detail how the development is designed and will be managed to minimise the potential for environments that might attract hazardous bird species to be created or enhanced within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>MoD has, during the application process, reviewed and responded to documents submitted by or on behalf of the Applicants and is, at this time, reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on</p>	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
				whether the content of the document is acceptable.	
BAE.AR.5	NPS EN-1 policy para 5.5.49	<p>The Applicants have provided necessary aviation assessments through provision of the Wildlife Attractants Habitat Risk Assessment and the outline Wildlife Hazard Management Plan to demonstrate how the Transmission Assets will deliver mitigation and biodiversity areas to levels that will not materially change or increase bird populations in the area.</p> <p>The Applicants have complied with the test in para. 5.5.49 of EN-1.</p>	<p>Para 5.5.49 of NPS EN-1 requires any necessary assessment of the relevant energy proposal on aviation or defence interests to have been carried out.</p> <p>No Bird Strike Risk Assessment has been undertaken for Warton Aerodrome – the Applicant's acknowledge that this is required (see para 1.3.5.7 of the draft WAHRA) (Appendix A to Doc. Ref. S_D3_8/F03).</p> <p>Therefore, at present, BAE Systems cannot confirm that para 5.5.49 of NPS EN-1 has been complied with.</p> <p>See BAE.AR.22.</p>	<p>MoD note that the Applicants have submitted documents intended to ensure that the development does not result in the creation or enhancement of environments that might attract hazardous bird species within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025), until that review is complete, MOD is not able to comment on whether the content of the document is acceptable.</p>	Not agreed
BAE.AR.6	NPS EN-1 policy para 5.5.50	The Applicants have minimised adverse impacts on aerodrome safety through the commitments and	Agreement of the Applicants' draft WAHRA (as between the Applicants, BAE Systems and MoD / DIO) is outstanding. This is	MoD note that the Applicants have submitted documents which seek to detail how the development is designed and will be	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>measures included in the Wildlife Attractants Habitat Risk Assessment and the commitment to production of a detailed Wildlife Hazard Management Plan as secured by Requirement 27 of the dDCO.</p> <p>The Applicants have complied with the test in para. 5.5.50 of EN-1.</p>	<p>a critical milestone and a precursor to the carrying out of the Bird Strike Risk Assessment for Warton Aerodrome – see BAE.AR.22.</p> <p>The results of the Bird Strike Risk Assessment will confirm the availability of mitigation which is required to be sufficiently robust to address the bird strike risk at Warton Aerodrome and to maintain it at an acceptable level, thereby enabling 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>Requirement 27 of the dDCO (see BAE.AR.23) secures the process for approval and implementation of a detailed WHMP, which is required to be prepared in accordance with the oWHMP. Therefore, the details of the oWHMP (and</p>	<p>managed to minimise the potential for environments that might attract hazardous bird species to be created or enhanced within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p> <p>MoD acknowledge that the Applicants have made provision within their draft Development Consent Order (Document ref. C1/F09, Revision. F09, dated 22 October 2025) for a mechanism through which a detailed Wildlife Hazard Management Plan may be submitted for approval and, subject to receiving that approval, works may begin subject to</p>	



**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
			<p>the integrated draft WAHRA) (Doc. Ref. S_D3_8/F03) must be agreed first and their robustness demonstrated which in turn necessitates the carrying out of a Bird Strike Risk Assessment for Warton Aerodrome.</p> <p>At present, BAE Systems cannot confirm that para 5.5.50 of NPS EN-1 has been complied with.</p>	<p>implementation of those measures/actions set out in the approved Wildlife Hazard Management Plan. That requirement is set out at Schedule 2A, Requirement 27 and Schedule 2B, Requirement 27. The wording of each of those requirements makes specific reference to an Outline Wildlife Hazard Management Plan. Until such a document has been reviewed by MoD and is considered acceptable, MoD is unable to agree to the wording of either Requirement.</p>	
BAE.AR.7	NPS EN-1 policy para 5.5.53	The Applicants have sought realistic and pragmatic solutions to conflicts through commitments to ensure attractants will not increase potential bird strike risk, whilst still delivering the best benefit to mitigation and biodiversity. BAE and MoD have provided advice to help modify and manage pragmatic solutions.	<p>BAE Systems, MoD / DIO and the Applicants have made efforts to work collaboratively to identify realistic and pragmatic solutions – see BAE.AR.1. However, this process is ongoing and is required to be taken to its conclusion – see BAE.AR.6 and 22.</p> <p>BAE Systems will continue to work with the Applicants and MoD / DIO with a view to striking an appropriate balance between their</p>	MoD acknowledge that the Applicants, BAE Systems, and MoD have made efforts to work collaboratively to identify realistic and pragmatic solutions.	Not agreed

## BAE SYSTEMS PROPRIETARY

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>The Applicants consider that there is a robust process secured under the agreed Requirement 27 to take forward solutions at the post-consent stage.</p> <p>The Applicants have complied with the test in para. 5.5.53 of EN-1.</p>	<p>respective needs and interests.</p>		
BAE.AR.8	NPS EN-1 policy para. 5.5.59-60	<p>The Applicants have identified reasonable mitigation and addressed risks as they relate to residual bird strike risk impact expected (beyond ALARP) via monitoring and mitigations measures as secured by Requirement 27 of the dDCO.</p> <p>The Applicants have complied with the tests in paras. 5.5.59-60 of EN-1.</p>	<p>See BAE.AR.6 and 22.</p> <p>At present, BAE Systems cannot confirm that paras 5.5.59-60 of NPS EN-1 have been complied with.</p> <p>For BAE Systems' position in respect of draft Requirement 27, see BAE.AR.23.</p>	<p>MoD acknowledge that the Applicants have made provision within their draft Development Consent Order (Document ref. C1/F09, Revision. F09, dated 22 October 2025) for a mechanism through which a detailed Wildlife Hazard Management Plan may be submitted for approval and, subject to receiving that approval, works may begin subject to implementation of those measures/actions set out in the approved Wildlife Hazard Management Plan. That requirement is set out at Schedule 2A, Requirement 27 and Schedule 2B, Requirement 27. The wording of each of those requirements makes specific reference to an Outline Wildlife Hazard Management Plan. Until</p>	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
				such a document has been reviewed by MoD and is considered acceptable, MoD is unable to agree to the wording of either Requirement.	
<b>EIA Matters and the Applicants' Environmental Statement</b>					
BAE.AR.9	Consultation	<p>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> <p>An EIA for bird strike resulting from the environmental mitigation areas and the biodiversity benefit sites would not help understand bird strike risk at Warton Aerodrome due to the nature of the bird strike risk assessment not being adaptable to the EIA process.</p> <p>Notwithstanding this, the Applicants have considered and assessed the likelihood of increasing bird strike</p>	<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</p>	No MoD comment.	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		risk through The Wildlife Attractants Habitats Risk Assessment which is an Appendix to Volume 3, Chapter 11: Aviation and radar.	13km wildlife hazard safeguarding zone.  Furthermore, the EIA should have considered the impact of the 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 CAP738 and CAP772).		
BAE.AR.10	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.AR.9 – the baseline environment for aviation and radar, as described in the ES, should have included Warton Aerodrome.	No MoD comment.	Not agreed
BAE.AR.11	Scoping	The scoping of impacts is appropriate to inform the assessment of aviation and radar within the EIA in accordance with NPS EN-1 para 5.5.37-40, as accepted by PINS	See BAE.AR.9 – 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.	No MoD comment.	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
BAE.AR.12	Study Area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed.	<p>See BAE.AR.9 – BAE Systems 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>	No MoD comment.	Not agreed
BAE.AR.13	Project design envelope	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	BAE Systems notes that, at Deadlines 4, 5 and 6, the Applicants have made amendments to Requirement 4 (Substation works) and Requirement 5 (Detailed design parameters onshore) contained in Schedules 2A and 2B of the draft DCO to require the submission and approval of details of the	MoD concur with the BAE Systems position.	Agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>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 above ground level or that of the surrounding structures or trees to the CAA.</p>	<p>maximum height of key infrastructure (measured above ordnance datum) – specifically, any building, external electrical equipment and lightning rods (together with the requirement for aviation lighting) which are to be provided / erected as part of the Transmission Assets.</p> <p>These parameters will be used to inform the safeguarding assessment which BAE Systems is required to undertake in accordance with CAP738 guidance (and which the Applicants have agreed to be responsible for the costs of).</p> <p>Furthermore, the Applicants have committed (within the outline Code of Construction Practice – subject of draft Requirement 8) to notify MoD and the Civil Aviation Authority where they propose to use fixed / mobile cranes or mobile plant with a height exceeding 10m above ground level or above the</p>		

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
			height of surrounding structures or trees.  See BAE.AR.24.		
BAE.AR.14	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.AR.9.	No MoD comment.	Not agreed
BAE.AR.15	CEA assessment Methodology	The list of projects included in the Cumulative Effects Assessment in the ES is agreed.	See BAE.AR.9 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.	No MoD comment.	Not agreed
BAE.AR.16	Assessment of the effects from the project alone	There will be no significant effects on aviation assets operated by BAE Systems in EIA terms for the Transmission Assets alone.  The Applicants have undertaken a Wildlife Attractant Habitat Risk Assessment to evaluate the potential risks that the proposed	See BAE.AR.9 – the Applicants' EIA includes no such assessment – whether in project alone or cumulative impact terms.  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	There are a number of Works within the proposed Onshore Transmission Assets which have the capacity to impact on the operation and capability of Warton Aerodrome. In responding to consultation, MoD has sought to identify those elements and worked with the Applicants and BAE Systems to find	Not agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		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). In accordance with NPS EN-1 para 5.5.49, the Applicants have provided necessary aviation assessments.	<p>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. In this regard, see BAE.AR.6 and 22.</p> <p>BAE Systems confirmations in respect of policy compliance are contained in BAE.AR.2 to 8.</p>	<p>means to address/mitigate those potential impacts.</p> <p>The Applicants have sought to address the potential for the development, and its implementation, to result in the degradation of aviation safety through increased bird strike risk. At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p>	
BAE.AR.17	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</p>	<p>See BAE.AR.9 – 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,</p>	MoD note that the Applicants have submitted documents intended to ensure that the development does not individually or cumulatively result in the creation or enhancement of environments that might attract hazardous bird species within the statutory safeguarding zone drawn	Not agreed



**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>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). In accordance with NPS EN-1 para 5.5.49, the Applicants have provided necessary aviation assessments.</p>	<p>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. In this regard, see BAE.AR.6 and 22.</p> <p>BAE Systems confirmations in respect of policy compliance are contained in BAE.AR.2 to 8.</p>	<p>to preserve aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p>	
BAE.AR.18	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</p>	<p>See BAE.AR.9 – 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</p>	<p>MoD note that the Applicants have submitted documents intended to ensure that the development does not result in the creation or enhancement of environments that might attract hazardous bird species within the statutory</p>	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>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). In accordance with NPS EN-1 para 5.5.49, the Applicants have provided necessary aviation assessments.</p> <p>The Applicants have amended the draft DCO (C1/F07) at Deadline 5 following engagement with aviation stakeholders to include a new Requirement [27]. This new Requirement secures the</p>	<p>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. In this regard see BAE.AR.6 and 22.</p> <p>The results of the Bird Strike Risk Assessment will confirm the availability of mitigation which is required to be sufficiently robust to address the bird strike risk at Warton Aerodrome and to maintain it at an acceptable level, thereby enabling BAE Systems to continue to comply with the terms of its licence (granted by the Civil Aviation Authority) and to discharge</p>	<p>safeguarding zone drawn to preserve the aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p>	

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		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).	its duty with regard to the adequate management of wildlife hazard risk as required by CAP772.  BAE Systems confirmations in respect of policy compliance are contained in BAE.AR.2 to 8.		
<b>Bird Strike Risk</b>					
BAE.AR.19	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	The Applicants' 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 acknowledges that the Baseline Bird Technical Report has informed the Applicants' draft WAHRA.	MoD concur with the BAE Systems position.	Agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		Bird Technical Report. Furthermore, the surveys have been undertaken in accordance with the appropriate methodologies to inform production of the outline Wildlife Attractants Habitats Risk Assessment (oWAHRA).			
BAE.AR.20	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 Applicants' 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.	MoD are content that the list of species prepared by the Applicants is appropriate.	Agreed
BAE.AR.21	Mitigation and monitoring	The proposed location of the ecological mitigation and biodiversity benefit areas have taken into account the proximity to Warton Aerodrome. The Commitments made by the Applicants	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	MoD note that the Applicants have submitted documents intended to ensure that the development does not result in the creation or enhancement of environments that might attract hazardous bird	Not agreed

## BAE SYSTEMS PROPRIETARY

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>in the oWAHRA demonstrate that all monitoring and mitigation will be agreed with BAE and MOD/DIO before any works commence.</p> <p>This finalised document will remain 'live' to ensure that mitigations and monitoring remain relevant throughout the life of the Transmissions Assets.</p>	<p>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>.</p> <p>It is BAE Systems' position that the Applicants attributed a disproportionate amount of weight to ecological considerations in their site selection process and in locating the environmental mitigation areas and the biodiversity benefit sites. Accordingly, in preparing the Application, the account taken of impacts on aviation infrastructure / interests by the Applicants was cursory and wholly inadequate.</p>	<p>species within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025), until that review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p>	
BAE.AR.22	Outline Wildlife Hazard Management Plan	The mitigation and management measures, and the monitoring proposals, contained in the outline Wildlife Hazard Management Plan	The Applicants' draft WAHRA (submitted at Deadline 5) (Appendix A to Doc. Ref. S_D3_8/F02) has been reviewed by DIO's Subject Matter Expert ("SME"). Their feedback	MoD note that the Applicants have submitted documents intended to ensure that the development does not result in the creation or enhancement of	Not agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>(oWHMP) (REP3-065]) in relation to Fairhaven Saltmarsh, Lytham Moss, Newton-with-Scales and Lea Marsh ecological mitigation and biodiversity benefit areas 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) in accordance with NPS EN-1 para 5.5.41</p> <p>Whilst the Applicant has demonstrated through the Wildlife Attractants Habitats Risk Assessment that the mitigation areas will not materially change the baseline bird population to unacceptable levels, a commitment to robust monitoring and active management measures is included. This, coupled with</p>	<p>has identified particular concerns in relation to the environmental mitigation area at Newton-with-Scales. The Applicants have been asked to consider relocation of this mitigation area further from Warton Aerodrome and the runway approaches, ideally to the south of the Ribble Estuary. Failing this, the SME has advised amending the target species for the Newton-with-Scales mitigation area so that larger more hazardous species, especially wintering waders and waterfowl, are actively discouraged from using the area. The SME's third, least preferred, option is for more robust monitoring and active management measures to be incorporated into the Applicants' draft WAHRA (and for the same to be secured through the oWHMP).</p> <p>Agreement of the draft WAHRA (as between the Applicants, BAE Systems and MoD / DIO) is outstanding. This is a critical milestone and a precursor</p>	<p>environments that might attract hazardous bird species within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>MoD has, during the application process, reviewed and responded to documents submitted by or on behalf of the Applicants and is, at this time, reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). The Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025) has been prepared by the Applicants with the intention of addressing concerns identified by MoD. Until review of the document is complete, MoD is not able to comment on whether the content of the document is acceptable.</p>	

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>requirement 27 ensures that no mitigation areas can commence until all mitigation measures and monitoring are agreed with BAE and DIO. The Applicants' view is that the third option detailed by BAE Systems is already secured through the DCO.</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>to the carrying out of the Bird Strike Risk Assessment for Warton Aerodrome.</p> <p>The results of the Bird Strike Risk Assessment will confirm the availability of mitigation which is required to be sufficiently robust to address the bird strike risk at Warton Aerodrome and to maintain it at an acceptable level, thereby enabling 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 confirmations in respect of policy compliance are contained in BAE.AR.2 to 8.</p>		
BAE.AR.23	DCO Requirement	Requirement 27 of the draft DCO requires the submission of a WHMP, the details of which are required to be approved in	The wording of draft Requirement 27 is acceptable to BAE Systems – included in the Applicants' dDCO submitted at Deadline 6 (Doc. Ref. C1/F09, Rev	MoD note that the Applicants have submitted documents intended to ensure that the development does not result in the creation or enhancement of	Not Agreed

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		<p>consultation with BAE Systems.</p> <p>The Applicants amended the draft DCO (C1/F07) at Deadline 5 following engagement with aviation stakeholders to include a new Requirement 27. 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> <p>The wording of Requirement 27 was updated at Deadline 6</p>	<p>F09) – in so far as it secures the submission, approval and implementation of a detailed WHMP. However, the detailed WHMP is required to be in accordance with the oWHMP. Therefore, draft Requirement 27 is <u>not</u> currently fit for purpose. In order to be so, the following prerequisites are required to be satisfied:</p> <ol style="list-style-type: none"> <li>1. The contents of the outline oWHMP (and the integrated draft WAHRA) (Doc. Ref. S_D3_8/F03) must be agreed (as between the Applicants, BAE Systems and MoD / DIO). This agreement is currently outstanding; <u>and</u></li> <li>2. The robustness of the oWHMP and the draft WAHRA must be demonstrated through the carrying out of a Bird Strike Risk Assessment for</li> </ol>	<p>environments that might attract hazardous bird species within the statutory safeguarding zone drawn to preserve aviation safety at Warton Aerodrome.</p> <p>At this time, MoD is reviewing the most recently submitted document, an Outline Wildlife Hazard Management Plan (Doc. Ref. S_D3_8/F03 dated 22 October 2025). Until this review is complete, MoD is not able to comment on whether the content of the document is acceptable.</p> <p>MoD acknowledge that the Applicants have made provision within their draft Development Consent Order (Document ref. C1/F09, Revision. F09, dated 22 October 2025) for a mechanism through which a detailed Wildlife Hazard Management Plan may be submitted for approval and, subject to receiving that approval, works may begin subject to implementation of those measures/actions set out in the approved Wildlife</p>	



**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		following discussions with BAE, DIO and MoD and is now agreed.	<p>Warton Aerodrome (which assessment must be undertaken in accordance with the bird strike methodology adopted in respect of the Aerodrome, including BAE Systems' Strike Risk Probability Matrix) and the identification of available and appropriate mitigation. A Bird Strike Risk Assessment for Warton Aerodrome is still to be undertaken.</p> <p>BAE Systems' objection to the Application will not be removed until these further critical milestones have been achieved and it has been demonstrated that appropriate mitigation is available, the effect of which is to maintain the bird strike risk at Warton Aerodrome at an acceptable level (at which point draft Requirement 27 will be considered fit for purpose).</p>	Hazard Management Plan. That requirement is set out at Schedule 2A, Requirement 27 and Schedule 2B, Requirement 27. The wording of each of those requirements makes specific reference to an Outline Wildlife Hazard Management Plan. Until such a document has been reviewed by MoD and is considered acceptable, MoD is unable to agree to the wording of either Requirement.	

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
<b>Aerodrome Safeguarding</b>					
BAE.AR.24	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 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> <p>The Applicants have updated the wording of Requirement 4 and 5 of</p>	<p>BAE Systems notes that, at Deadlines 4, 5 and 6, the Applicants have made amendments to Requirement 4 (Substation works) and Requirement 5 (Detailed design parameters onshore) contained in Schedules 2A and 2B of the draft DCO to require the submission and approval of details of the maximum height of key infrastructure (measured above ordnance datum) – specifically, any building, external electrical equipment and lightning rods (together with the requirement for aviation lighting) which are to be provided / erected as part of the Transmission Assets.</p> <p>These parameters will be used to inform the safeguarding assessment which BAE Systems is required to undertake in accordance with CAP738 guidance (and which the Applicants have agreed to be responsible for the costs of).</p>	MoD concur with the BAE Systems position.	Agreed

**BAE SYSTEMS PROPRIETARY**

Reference Number	Discussion point	Applicants' position	BAE Systems' position	DIO's position	Status
		the dDCO to include consultation with BAE and MoD in relation to the number, height and locations of lightning rods on the onshore substations and whether there is a requirement for aviation lighting.	<p>Furthermore, the Applicants have committed (within the outline Code of Construction Practice – subject of draft Requirement 8) to notify the MoD and the Civil Aviation Authority where they propose to use fixed / mobile cranes or mobile plant with a height exceeding 10m above ground level or above the height of surrounding structures or trees.</p> <p>In light of the above, BAE Systems is content with the wording of Requirements 4 and 5 and considers its concerns with regard to aerodrome safeguarding to have been addressed.</p>		
<b>Solar Farm Protections</b>					
BAE.AR.25	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 notes the protective provisions (for the benefit of electricity undertakers) contained in Schedule 10 Part 1 of the draft DCO.	No MoD comment.	Agreed