

# MORGAN OFFSHORE WIND PROJECT: GENERATION ASSETS

Statement of Common Ground between Morgan Offshore Wind Limited and BAE Systems Marine Ltd (Walney Aerodrome)

Deadline: 4

Application Reference: EN010136

Document Number: MRCNS-J3303-RPS-10153

Document Reference: S\_D4\_BAE

10 December 2024

F03

Image of an offshore wind farm

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**Document status**

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
F01	Deadline 1	RPS	Morgan Offshore Wind Ltd.	Morgan Offshore Wind Ltd	October 2024
F02	Deadline 3	RPS	Morgan Offshore Wind Ltd.	Morgan Offshore Wind Ltd	November 2024
F03	Deadline 4	RPS	Morgan Offshore Wind Ltd.	Morgan Offshore Wind Ltd	December 2024

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## Glossary

Term	Meaning
Applicant	Morgan Offshore Wind Limited.
Deemed 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 a DCO to apply for a 'deemed' marine licence as part of the DCO process.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Morgan Offshore Wind Project	The Morgan Offshore Wind Project is comprised of both the generation assets and offshore and onshore transmission assets, and associated activities.
Morgan Array Area	The area within which the wind turbines, foundations, inter-array cables, interconnector cables, scour protection, cable protection and offshore substation platforms (OSPs) forming part of the Morgan Offshore Wind Project: Generation Assets will be located.
Morgan Offshore Wind Project: Generation Assets	This is the name given to the Morgan Generation Assets project as a whole (includes all infrastructure and activities associated with the project construction, operations and maintenance, and decommissioning).
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.

## Acronyms

Acronym	Description
APDO	Approved Procedure Design Organisation
ATC	Air Traffic Control
ATS	Air Traffic Services
CAA	Civil Aviation Authority
CEA	Cumulative Effects Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
IFP	Instrument Flight Procedure
LAT	Lowest Astronomical Tide
MDS	Maximum Design Scenario
MSA	Minimum Sector Altitude
OSP	Offshore Substation Platform
PEIR	Preliminary Environmental Information Report
RNP	Required Navigational Performance
SoCG	Statement of Common Ground
UHF	Ultra High Frequency

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VHF	Very high frequency
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**Units**

Unit	Description
ft	feet
m	metre

# **1 STATEMENT OF COMMON GROUND BETWEEN MORGAN OFFSHORE WIND LIMITED AND BAE SYSTEMS MARINE LTD (WALNEY AERODROME)**

## **1.1 Introduction**

### **1.1.1 Overview**

1.1.1.1 This initial Statement of Common Ground (SoCG) has been prepared between Morgan Offshore Wind Limited (hereafter referred to as 'the Applicant') and BAE Systems Marine Limited at Walney Aerodrome (hereafter referred to as BAE Systems), hereafter referred together as the parties. The SoCG sets out the areas of agreement and disagreement between the parties in relation to the Development Consent Order (DCO) application for the Morgan Offshore Wind Project: Generation Assets (hereafter referred to as 'Morgan Generation Assets').

1.1.1.2 The need for a SoCG between the Applicant and BAE Systems is set out within the Rule 6 letter that was issued by the Planning Inspectorate on 05 August 2024 (PD- 001).

1.1.1.3 This document is intended to provide the Examining Authority with an overview of the level of common ground between the parties. The SoCG will facilitate further discussion between the parties and will be updated during the Morgan Generation Assets Examination and submitted at the Deadlines indicated in the Rule 6 letter (PD- 001).

### **1.1.2 Morgan Generation Assets elements under BAE System's remit**

1.1.2.1 The remit of BAE Systems includes ensuring the safe, secure, and efficient operation of air traffic to and from the aerodrome. This involves managing airspace, coordinating with air traffic services (ATS), and adhering to aviation standards and regulations. BAE Systems is also responsible for assessing any potential impacts on radar systems, communication networks, and overall flight safety that may arise from developments or activities within its operational area.

1.1.2.2 The elements of the Morgan Generation Assets which may affect the interests of BAE Systems are detailed in Schedule 1 (Authorised Development), Part 1 (Authorised Development) of the Draft DCO (REP2-011).

1.1.2.3 This SoCG covers the following topics of relevance to BAE Systems:

1.1.2.4 Assessment of effects to civil or military aviation and proposed mitigation.

### **1.1.3 Overview of Morgan Generation Assets**

1.1.3.1 The Morgan Generation Assets is a proposed offshore wind farm located in the east Irish Sea. The Morgan Generation Assets will include offshore infrastructure and consists of:

- Morgan Array Area: This is where the wind turbines, Offshore Substation Platforms (OSPs), foundations (for both wind turbines and OSPs), inter-array cables and interconnector cables will be located.

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**1.1.4 Approach to SoCG**

1.1.4.1 This SoCG has been developed during the pre-Examination phase and will be progressed during the Examination phase of the Morgan Generation 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 pre-application consultation process. 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 Morgan Generation Assets. The agreement logs present the position reached on 12 November 2024 (Deadline 3).

**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 agreed, an ongoing point of discussion or not agreed between the parties.

**Table 1.1: Summary of areas agreed, ongoing points of discussion and not agreed between the parties.**

Topic	Agreement status
Assessment of effects to civil or military aviation and proposed mitigation	Ongoing point of discussion



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**1.3 Summary of consultation**

- 1.3.1.1 Table 1.2 below provides a summary of the consultation undertaken by the Applicant with BAE Systems during the pre-application phase of the Morgan Generation Assets.
- 1.3.1.2 Table 1.3 provides a summary of the consultation undertaken by the Applicant with BAE Systems during the post-application phase of the Morgan Generation Assets.

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

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
<b>Aviation and radar consultation</b>			
29/03/2023	Meeting	Non-statutory	Results of assessment analysis concerning Walney Aerodrome was provided. Based on project parameters at the time, a potential impact was predicted to the Minimum Sector Altitude (MSA) at Walney Aerodrome.
14 April 2023	Mailout from the Applicant	Non-statutory	Notification of upcoming statutory consultation on the Preliminary Environmental Information Report (PEIR).
19 April 2023	Mailout from the Applicant	Non-statutory	Notification of start of statutory consultation on the PEIR.
22 May 2023	Mailout from the Applicant	Non-statutory	Reminder on statutory consultation deadline.
02 June 2023	Mailout from the Applicant	Non-statutory	Reminder on statutory consultation close.
13 July 2023	Email to Walney Aerodrome	Non-statutory	Request for meeting to discuss wind turbine effect on MSA 25NM, NDB(L)/DME WALNEY SW Sector. MOCA/MSA potentially needs increasing from 1,800 ft to 2,100 ft.
26/09/2023	Meeting	Non-statutory	Discussion of potential impacts to stakeholder and mitigation approach (increase in MSA in the southwest sector from 1,800 ft to 2,100 ft and from 1,800 ft to 2,200 ft in relation to the increased tip height.
11/10/2023	Minutes of meeting	Non-statutory	Minutes of meeting in relation to the increased tip height issued.
01/12/2023	Email to Walney Aerodrome	Non-statutory	Request for an update in relation to the MSA increase to 2,100 ft and that further discussions were needed on the proposed 'worst case' increase to 2,200 ft.
13/12/2023	Email from Walney Aerodrome	Non-statutory	Confirmation that MSA increase to 2,100 ft is acceptable. Confirmation that additional increase to 2,200 ft would have implications for an upcoming Required Navigation Performance (RNP) approach to Runway 05 and Runway 11.
02/01/2024	Email to Walney Aerodrome	Non-statutory	Acknowledge of response to the above.
01/03/2024	Email to Walney Aerodrome	Non-statutory	Request for meeting to discuss Runway 05 and Runway 11 RNP approach and status of Instrument Flight Procedure (IFP) design.



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

Date	Form of consultation	Statutory or non-statutory engagement	Summary of consultation
04/06/2024	Email to Walney Aerodrome	Non-statutory	Notification that Morgan Generation Assets has been accepted for examination
04/06/2024	Relevant representation	Statutory	Relevant representations of BAE Systems.
06/06/2024	Email to Walney Aerodrome	Non-statutory	Request to understand where the IFP design is in the regulatory process.
06/09/2024	Meeting	Non-statutory	Meeting to discuss SoCG and update on the Runway 05 and Runway 11 RNP approach.
01/11/2024	Meeting	Non-statutory	Meeting to discuss overall progress of mitigation and DCO recommendations across impacts at Walney and Warton.

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**1.4 Agreement log**

**1.4.1 Overview**

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.**

<b>Position and colour coding</b>	<b>Definition of position</b>
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 The following sections set out the level of agreement between the parties for each relevant component of the application (as identified in section 1.1.2).

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**1.4.2 Civil or Military Aviation**
**Table 1.5: Agreement Log between the parties on assessment of effects to civil or military aviation and proposed mitigation.**

Reference Number	Discussion point	Applicant's Position	BAE System's Position	Status
<b>EIA</b>				
BAE.AR.1	Consultation	The Applicant has undertaken adequate consultation with BAE Systems on potential impacts on aviation and radar, as set out in Table 1.2 and Table 1.3.	Pre application engagement was carried out Discussion has taken place with the Applicant (01.11.24). In part, this has confirmed that the Applicant will commission NATS, the Civil Aviation Authority (CAA) Approved Procedures Design Organisation (APDO) for Walney Aerodrome as the appropriate ADPO to carry out the IFP assessment, so including the unpublished RNP Runway 05 and Runway 11 procedure, on behalf of BAE Systems Marine and Walney Aerodrome. This will inform subsequent actions.	Agreed
BAE.AR.2	Consultation	Volume 2, Chapter 11: Aviation and radar (APP-015) has had due regard to matters raised by BAE Systems through statutory and non-statutory consultation on potential impacts on aviation and radar.	Further discussion needed on the impact arising from the increase in the MSA to 2,200ft and the outcome of the IFP assessment by NATS.	Ongoing point of discussion
BAE.AR.3	Policy	The Applicant has identified and considered the plans and policies relevant to aviation and radar, within BAE System's remit (section 11.2 of APP-015).	Agreed	Agreed
BAE.AR.4	Baseline environment	The Applicant has adequately characterised the baseline environment for aviation and radar (section 11.5 of APP-015).	Agreed	Agreed
BAE.AR.5	Scoping	The scoping of impacts for the EIA for aviation and radar is appropriate (Table 11.5 of APP-015). Table 11.5 includes 'Creation of a physical obstacle - potential physical obstruction to... identified airport IFP/MSA due to height and number of above sea level infrastructure within the Morgan Array Area'. Walney Aerodrome is assessed under 'Creation of physical obstacle to aircraft operations –	Confirmed as agreed by BAE Systems in email dated 02/10/2024.	Agreed

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Reference Number	Discussion point	Applicant's Position	BAE System's Position	Status
		Instrument Flight Procedures'. The Applicant therefore considers that aircraft safeguarding has been scoped into the assessment.		
BAE.AR.6	Study area	The aviation and radar study area is appropriate for the receptors, sites and impacts assessed (Figure 11.1 of APP-015).	Agreed	Agreed
BAE.AR.7	Project design envelope	<p>Volume 2, Chapter 11: Aviation and radar (APP-015) has identified, described and assessed the maximum design scenario for the EIA (Table 11.14 of APP-015). Table 11.14 includes the following parameters as the maximum design scenario (i.e. worst-case design parameters for assessment):</p> <ul style="list-style-type: none"> <li>Operational lifetime of up to 35 years</li> <li>Wind turbines: presence of 68 wind turbines with a maximum blade tip height of 364 m above LAT</li> <li>OSPs: presence of one OSP with a maximum height, inclusive of antenna structure, of 95 m above LAT.</li> </ul> <p>The Applicant has also confirmed that during construction, no platform or crane, or blade tip during the lift process, will exceed the stated tip height.</p>	Confirmed as agreed by BAE Systems in email dated 02/10/2024.	Agreed
BAE.AR.8	Assessment methodology	The sensitivity criteria for aviation and radar receptors have been correctly identified and sufficiently described within Volume 2, Chapter 11: Aviation and radar (Table 11.12 of APP-015).	Further discussion needed on the impact arising from the increase in the MSA to 2,200ft	Ongoing point of discussion
BAE.AR.9	Assessment methodology	The list of projects screened into the Cumulative Effects Assessment (CEA) in Volume 2, Chapter 11: Aviation and radar (Table 11.16 of APP-015) are appropriate.	Agreed.	Agreed
BAE.AR.10	Assessment of the effects from the project alone - Creation of physical obstacle to aircraft operations	The Morgan Generation Assets could have potential significant effects on instrument flight procedures at Walney Aerodrome (section 11.9.2 of APP-015). The IFP assessment concluded that the Morgan Array Area will breach the MSA at Walney Aerodrome based on a Maximum Design Scenario	Discussion has taken place with the Applicant (01/11/24 ). In part, this has confirmed that the Applicant will commission NATS (the CAA APDO for Walney Aerodrome), as the appropriate ADPO to carry out the IFP assessment, including the unpublished RNP Runway 05 and Runway 11	Ongoing point of discussion

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Reference Number	Discussion point	Applicant's Position	BAE System's Position	Status
		<p>(MDS) tip height of 364 metres. With the implementation of further mitigation (see BAE.AR.12) to raise the impacted altitudes, the potential impact is assessed as minor adverse significance.</p> <p>The Applicant requires information from BAE Systems on their proposed RNP IFP design for Runway 05 in order to understand their concerns.</p> <p>The Applicant is seeking further discussion with BAE Systems on this matter and will update the Examining Authority at a future deadline.</p>	<p>procedure, on behalf of BAE Systems Marine and Walney Aerodrome. This will inform subsequent actions.</p>	
BAE.AR.11	Assessment of the effects from the Morgan Generation Assets cumulatively with other projects	<p>When taking into account proposed mitigation measures, there will be no significant cumulative effects on aviation and radar in EIA terms for the Morgan Generation Assets cumulatively with other plans and projects.</p> <p>The Applicant requires information from BAE Systems on their proposed RNP IFP design for Runway 05 and Runway 11 to understand their concerns.</p> <p>The Applicant is seeking further discussion with BAE Systems on this matter, and will update the Examining Authority at a future deadline.</p>	<p>Discussion has taken place with the Applicant (01/11/24). In part, this has confirmed that the Applicant will commission NATS (the CAA APDO for Walney Aerodrome), as the appropriate ADPO to carry out the IFP assessment, including the unpublished RNP Runway 05 and Runway 11 procedure, on behalf of BAE Systems Marine and Walney Aerodrome. This will inform subsequent actions.</p>	Ongoing point of discussion
BAE.AR.12	Very High Frequency (VHF) radio communications	<p>Following the submission of the Application, BAE Systems Marine Limited has notified the applicant for potential effects to VHF radio communications between low flying aircraft and both Walney and Warton Aerodromes, and UHF radio communications at Warton Aerodrome..</p> <p>In response to this, the applicant has commissioned a report to assess the extent of the impact and whether the service is disrupted to a level that requires mitigation. This will inform future actions</p>	<p>It has been identified to BAE Systems Marine Limited by the Civil Aviation Authority (CAA) of potential effects to VHF and UHF radio communications. The CAA has requested an assessment to understand potential effects.</p>	Ongoing point of discussion
BAE.AR.13	Mitigation	<p>The PEIR identified that at a maximum tip height of 324 m, the current MSA was sufficient.</p>	<p>Discussion has taken place with the Applicant (01/11/24). In part, this has confirmed that the</p>	Ongoing point of discussion

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Reference Number	Discussion point	Applicant's Position	BAE System's Position	Status
		<p>However, it is agreed that following the updated tip height to 364 m, the MSA would need to be increased to 2,200 ft to provide safe coverage.</p> <p>The Applicant requires information from BAE Systems on their proposed RNP IFP design for Runway 05 and Runway 11 to understand their concerns.</p> <p>The Applicant is seeking further discussion with BAE Systems on this matter, and will update the Examining Authority at a future deadline.</p>	<p>Applicant will commission NATS (the CAA APDO for Walney Aerodrome), as the appropriate ADPO to carry out the IFP assessment, including the unpublished RNP Runway 05 and Runway 11 procedure, on behalf of BAE Systems Marine and Walney Aerodrome. This will inform subsequent actions.</p>	
BAE.AR.14	Mitigation	<p>Updates to the MSA, if required, will need to be started in accordance with the aviation regulatory process. The Project Description chapter (APP-010) identifies the earliest construction could commence is 2026.</p> <p>The Applicant will know the exact wind turbine dimensions post-consent and will provide confirmation to BAE Systems of the final design at that juncture to ensure the MSA can be appropriately implemented.</p> <p>The Applicant requires information from BAE Systems on their proposed RNP IFP design for Runway 05 and Runway 11 to understand their concerns.</p> <p>The Applicant is seeking further discussion with BAE Systems on this matter, and will update the Examining Authority at a future deadline.</p>	<p>Discussion has taken place with the Applicant (01/11/24). In part, this has confirmed that the Applicant will commission NATS (the CAA APDO for Walney Aerodrome), as the appropriate ADPO to carry out the IFP assessment, including the unpublished RNP Runway 05 and Runway 11 procedure, on behalf of BAE Systems Marine and Walney Aerodrome. This will inform subsequent actions and future discussion about the process of amending the IFP procedures and gaining approval from the CAA for the implementation of revised procedures.</p>	Ongoing point of discussion