



For and on behalf of
BAE Systems
Interested Party Reference No.
20053944

SUMMARY OF RELEVANT REPRESENTATIONS EXCEEDING 1,500 WORDS

BAE Systems, Warton Aerodrome, Mill Lane, Warton

**Prepared by
DLP Planning Ltd
Liverpool**

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1.0 SUMMARY OF REPRESENTATIONS

- 1.1 This document provides a summary of BAE Systems' Relevant Representations on the Morgan and Morecambe Onshore Transmission Assets Development Consent Order in relation to potential impacts on Warton Aerodrome. The Relevant Representations provided details of the regulatory background within which Warton Aerodrome must operate.
- 1.2 Warton Aerodrome is a UK strategic asset supporting the UK and international partners with national and international defence. It is safeguarded by the MOD Defence Infrastructure Organisation (DIO), which is governed by statute with regards to technical safeguarding of the Aerodrome. It is essential that operations at the Aerodrome are safeguarded and therefore essential that the implications of the proposed development on the Aerodrome are fully considered as part of the Examination.
- 1.3 BAE Systems has some significant concerns over the proposed development. These include:
- The potential for increased bird strike risk arising from proposed ecological mitigation sites and biodiversity benefit sites, and in particular, the risk to life that this would cause.
 - The potential for buildings and other built development, including construction machinery such as tall cranes, to interfere with safe aircraft movement around the Aerodrome.
 - The potential for the project to impact on the operation of radar and communications equipment at Warton Aerodrome.
 - The need to avoid conflict with BAE System's approved solar farm located at Browns Lane, Warton.
- 1.4 There is a requirement under the licencing of the aerodrome that development with certain distances of the Aerodrome assesses the potential impact on the Aerodrome. This is also a requirement of planning policy in both the National Planning Policy Framework and Fylde Local Plan. The submitted application documents do not assess the impact that the proposed development may have on the above. BAE Systems therefore considers that the potential impacts on operations at the Aerodrome are considered though the Examination of the proposed development and the Applicant should submit additional information to ensure that the full implications of the above factors can be considered.



1.5 In particular, the Applicants should submit the following to the Examination:

- An assessment of the potential risk of increased bird strike arising from the proposed habitat provision and enhancement within the substation sites and the habitat Mitigation Areas.
- A Safeguarding Assessment that identifies potential impacts on aircraft manoeuvring from above ground built development, including impacts on Obstacle Limitation Surfaces, Instrument Flight Procedures and communication and navigation aids.

1.6 In addition, BAE Systems also requests the following measures in relation to the above listed concerns:

Bird Strike Risk

- The Biodiversity Benefit Sites are removed from the proposed development. They are not necessary to mitigate ecological impacts, and any benefits to biodiversity are significantly outweighed by the risk to life that they could pose through increased bird strike risk.
- During the Examination, the Applicants engage with BAE Systems to discuss the potential implications of the habitat to be created at the Mitigation Areas on safe flight operations in and around the Aerodrome resulting from increased bird strike risk. These discussions should identify measures to reduce / minimise increases in bird population in the area as a result of the habitat to be created / enhanced at the Mitigation Areas, such as the design of habitats to minimise bird attraction and / or management measures.
- Any measures agreed between BAE Systems and the Applicants following the discussions referred to above and identified through an assessment of bird strike risk are secured through either a Protective Provision for BAE Systems or requirements on the DCO.

Built Development Aviation Impacts

- A Protective Provision for BAE Systems or requirements are included in the DCO to secure the following:
 - Prior agreement is obtained from BAE Systems before any cranes are installed. This may include ensuring that any necessary permits needed from BAE Systems are obtained.
 - BAE Systems is consulted on any Construction Management Plans or Method Statements before they are approved by the relevant local planning authority.
 - An agreement that the time period for when tall cranes are in use is minimised (i.e. collapsing cranes when not in use).



- The installation of aircraft hazard warning lights on cranes.
- The prior engagement of BAE Systems before any lightning rods are installed to identify the need for hazard or obstruction lights and their installation where needed.

Conflicts with BAE Systems' Solar Farm

- A Protective Provision for BAE Systems or requirements are included in the DCO to secure the following:
 - Ensure that BAE Systems are notified ahead of the installation of cabling or the construction of any other onshore works in locations that may affect the cabling between the Browns Lane solar farm and the Aerodrome.
 - Ensures that BAE Systems and its associates retains access at all times to the cabling between the Browns Lane solar farm and the Aerodrome to allow for inspection and maintenance.

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