



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

## RESPONSE TO ISH2 AND ISH3 ACTION POINTS

**Morgan and Morecambe Offshore Wind Farms Transmission Assets DCO Examination**

**Prepared by  
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August 2025



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<b>CONTENTS</b>	<b>PAGE</b>
<b>1.0 Introduction .....</b>	<b>4</b>
<b>2.0 Issue Specific Hearing 2 Action Points.....</b>	<b>4</b>
Action Point 10.....	4
Action Point 11.....	4
<b>3.0 Issue Specific Hearing 3 Action Points.....</b>	<b>5</b>
Action Point 22.....	5

## **APPENDICES**

Appendix 1	BAE Systems Statement on Similarities and Differences Between Warton Aerodrome and Blackpool Airport.....	7
Appendix 2	Warton Aerodrome Safeguarding Map .....	8

## 1.0 INTRODUCTION

- 1.1 This Statement and its Appendices sets out BAE Systems' responses to the Action Points arising from Issue Specific Hearing 2 (ISH2) and Issue Specific Hearing 3 (ISH3).
- 1.2 It provides a response to the following Action Points (APs):
- ISH2 APs:
    - AP10 – BAE, Blackpool Airport, or the Applicants to submit a document highlighting similarities and differences between Blackpool Airport and Warton Aerodrome.
    - AP11 – BAE to provide documents / information requested by the applicants currently subject to the non-disclosure agreement with the applicants.
  - ISH3 APs:
    - AP22 – Applicants to review whether there is any statutory requirement for BAE to be consulted under Requirement 4 (Substation works).

## 2.0 ISSUE SPECIFIC HEARING 2 ACTION POINTS

### Action Point 10

- 2.1 A statement prepared by BAE Systems confirming the primary activities undertaken at Warton Aerodrome and the key similarities and differences between Warton Aerodrome and Blackpool Airport is provided at **Appendix 1**.

### Action Point 11

- 2.2 The Applicants' emailed BAE Systems on 29 May 2025 requesting information to assist in understanding the baseline bird environment in the area around Warton Aerodrome. This request included, confirmation that the bird species considered in the Applicants' Baseline Bird Technical Note are those species that present a risk of aircraft collision / strike; copies of Warton Aerodrome's existing Wildlife Hazard Management Plan; baseline information BAE Systems holds on bird species; and details of licences held by Warton Aerodrome to control bird species. The majority of this information is commercially sensitive and subject to security restrictions. As a result, BAE Systems is not in a position to share such information with the Applicants until a Non-Disclosure Agreement/s (NDA/s) has been entered into between the parties.
- 2.3 On 6 August 2025, BAE Systems wrote to the Applicants confirming that the species

considered in the Baseline Bird Technical Note are those which BAE Systems monitors at Warton Aerodrome as species that pose a bird strike risk. Further information is provided in BAE Systems' Deadline 4 submission: *"Comments on Documents Submitted at Deadline 3"*.

- 2.4 Negotiations to agree the terms of the requisite NDAs are ongoing between BAE Systems and the Applicants. Significant progress has been made and it is anticipated that the NDAs will be in ahead of Deadline 5. BAE Systems will then be in a position to provide the Applicants with the balance of the information it has requested.

### 3.0 ISSUE SPECIFIC HEARING 3 ACTION POINTS

#### Action Point 22

- 3.1 The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 (as amended) sets out which bodies must be treated as a consultee for development within technical safeguarding zones around "licenced" aerodromes. This means any aerodrome that has a safeguarding map certified by the Civil Aviation Authority (CAA) or a technical site identified on the aforesaid safeguarding map. It is clear that, in terms of licenced aerodromes, the "consultee" is the aerodrome owner or operator.
- 3.2 Warton Aerodrome is a CAA licenced aerodrome, subject to a safeguarding map. A copy of its safeguarding map is provided at **Appendix 2**. Whilst Warton Aerodrome is not specifically referred to in the list of safeguarded aerodromes at Annex 3 of the Direction, the list is not a definitive list and has been updated since the Direction was updated in December 2016. The Government's website (<https://www.gov.uk/government/publications/safeguarding-aerodromes-technical-sites-and-military-explosives-storage-areas>) states that an updated list of safeguarded sites can be obtained from National Air Traffic Services.
- 3.3 As a result of the Direction, BAE Systems (Operations) Limited, as the owner and operator of Warton Aerodrome, is a statutory consultee for developments within its safeguarding zones, as shown on its safeguarding map.
- 3.4 It is also important to note that in addition to Warton Aerodrome being licenced by the CAA in relation to civil aviation; the Aerodrome is also technically safeguarded by the Ministry of Defence (MOD) in relation to its military and defence operations. Therefore, as well as BAE Systems being a statutory consultee in relation to developments within its safeguarding

zones that could affect civil aviation operations at Warton Aerodrome, the MOD is also a statutory consultee for any development that could impact on military or defence activities at the Aerodrome.

- 3.5 BAE Systems has been liaising with the Defence Infrastructure Organisation (DIO), which represents the MOD in the Examination, to discuss certain of the Applicant's Deadline 3 submissions. During these conversations, the DIO has confirmed that the MOD is a statutory consultee in respect of planning proposals which bear on and have the potential to impact aviation interests. Accordingly, the MOD will expect to be separately and specifically consulted by the Local Planning Authority.



## **Appendix 1 BAE Systems Statement on Similarities and Differences Between Warton Aerodrome and Blackpool Airport**



## **Appendix 2   Warton Aerodrome Safeguarding Map**



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# Warton Aerodrome

BASE Systems (Operations) Ltd

## Warton Aerodrome – Statement of Activity

BAE Systems' Warton Aerodrome is a privately owned and operated airfield located in Lancashire, England. It functions as a key facility for the assembly, testing, and evaluation of advanced military aircraft. The aerodrome supports operations for platforms such as the Eurofighter Typhoon, Hawk, and formerly the Tornado and Harrier. It also accommodates Corporate Air Travel flights for BAE Systems personnel using Embraer 145 jets to domestic destinations such as Farnborough and RAF bases and internationally to Munich. Freight flights using Boeing 737 jets are operated from the aerodrome for export internationally, supporting government to government contacts.

Warton Aerodrome is equipped with a unique air navigation service provision (ANSP). The service includes lower airspace radar service (LARS) which is provisioned to support the safe navigation of aircraft and is contracted with (National Air Traffic Services) NATS. Furthermore, Warton ANSP is a unique CAA licensed Aerodrome, holding an area test (AT) capability for the test and evaluation of military fast jets over the Irish sea in the airspace directly above the proposed Windfarms. This capability supports high performance manoeuvres including the transit of aircraft at speeds in excess of supersonic.

The flying of military fast jets in the direct vicinity of the Aerodrome presents unique characteristics for circuits, departures and approaches. High energy manoeuvres and approaches are undertaken to support the testing of the aircraft in simulated combat environs.

As a result of the activity noted above, the approach taken to habitat and wildlife management is enhanced, including the risk to life directly attributable to bird strike. Recent migratory patterns of birds have resulted in a significant increase in the instance of pink footed geese within the approach and departure lanes at Warton. This increase has been to the magnitude of tens of thousands. Such is the serious approach to bird strike, Warton Aerodrome is currently trialling an avian radar (which is located on the Aerodrome).

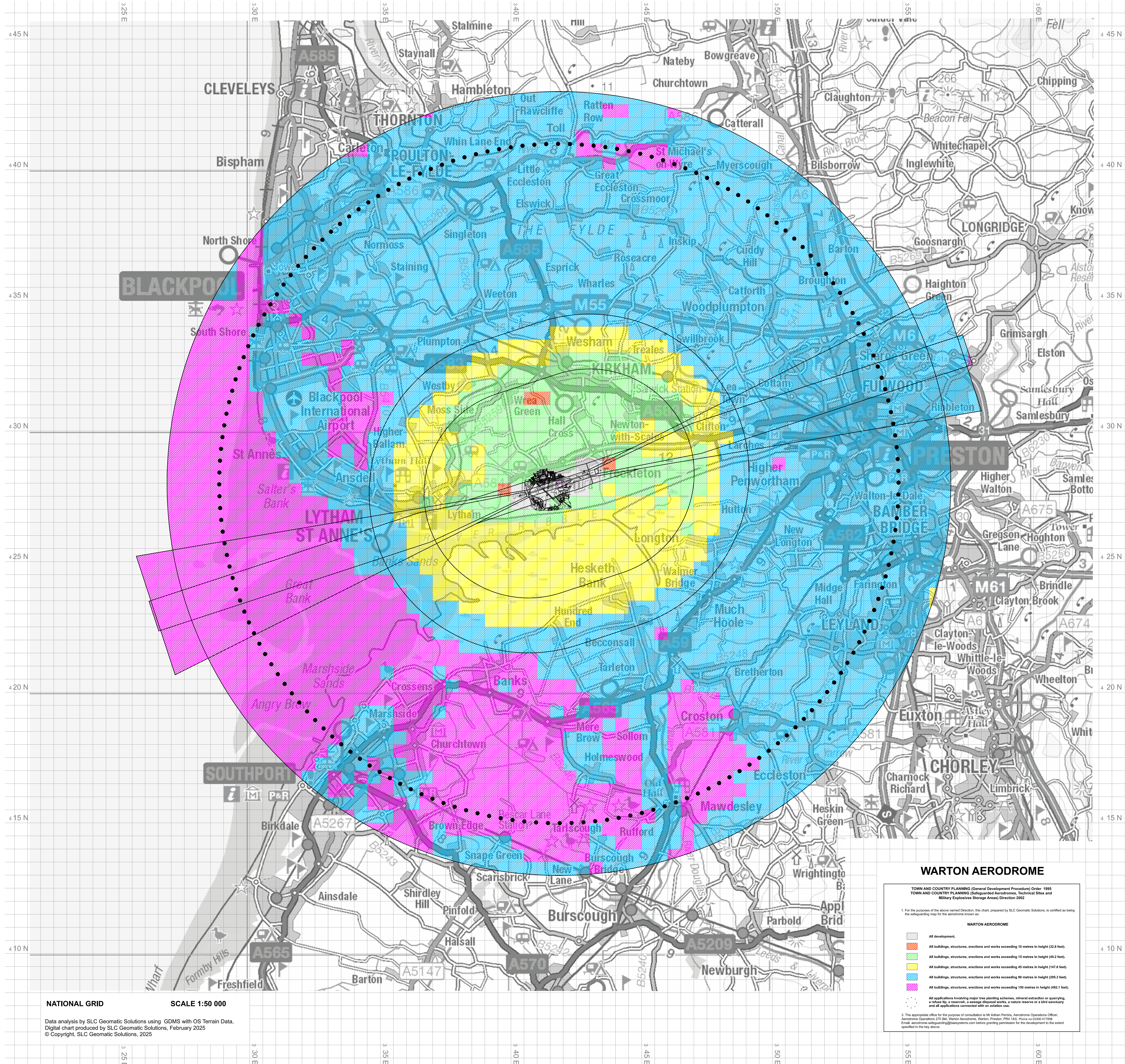
In addition to aircraft assembly and flight testing, Warton is a hub for sophisticated avionic systems engineering, flight simulation, radar cross-section testing, and electronic warfare development. The aerodrome includes specialist infrastructure to support these functions, including hush houses for engine testing, secure hangars, and simulation suites. Warton forms part of the Lancashire Enterprise Zone and plays a strategic role in the UK's aerospace and defence sector. The significance of the Aerodrome has been stated, with Warton Aerodrome employing 6655 employees across the site.

Both Blackpool Airport and Warton Airport are required to undertake technical safeguarding aligned to CAA (Civil Aviation Authority) publication CAP 738 and the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 (as amended). However, regarding this specific element, Warton Aerodrome is additionally technically safeguarded by the Ministry of Defence (MOD) (represented by the Defence Infrastructure Organisation Safeguarding Team), with the MOD being a statutory consultee in the planning and energy infrastructure consenting process. This is not the case for Blackpool Airport.

#### Key Differences Between Warton Aerodrome and Blackpool Airport

Feature	Warton Aerodrome	Blackpool Airport
Ownership/Use	Privately owned by BAE Systems (defence sector)	Public use civilian airport
Primary Role	Military aircraft assembly, testing, R&D	General aviation, training, private and offshore flights
Aircraft Size	Large military jets (e.g., Typhoon, Hawk), Large freight and passenger aircraft	Light aircraft, helicopters, small private jets
Runway Length	Approx. 2,422 metres	Main: 1,868 metres; Secondary: 998 metres
Public Access	No – restricted access for defence operations	Yes – open to general aviation users
Flight Operations	Military testing and corporate flights	Flight training, offshore support, light aviation
Infrastructure	High-tech testing facilities and security, Radar service supporting NATS	Basic airport services, hangars, training schools
Regulation & Licensing	CAA & MAA Licensed/Regulated. DfT Aviation security regulated	CAA Licensed





NATIONAL GRID SCALE 1:50 000

Data analysis by SLC Geomatic Solutions using GDMS with OS Terrain Data, Digital chart produced by SLC Geomatic Solutions, February 2025  
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### WARTON AERODROME

TOWN AND COUNTRY PLANNING (General Development Procedure) Order 1985  
TOWN AND COUNTRY PLANNING (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

1. For the purposes of the above named Direction, this chart, prepared by SLC Geomatic Solutions, is certified as being the safeguarding map for the aerodrome known as:

WARTON AERODROME

- All development.
- All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).
- All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).
- All buildings, structures, erections and works exceeding 45 metres in height (147.6 feet).
- All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).
- All buildings, structures, erections and works exceeding 150 metres in height (492.1 feet).

All applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, a sewage disposal works, a nature reserve or a bird sanctuary and all applications connected with an aviation use.

3. The appropriate office for the purpose of consultation is Mr Adrian Perrett, Aerodrome Operations Officer, Aerodrome Operations 270 Btl, Warton Aerodrome, Warton, Preston, PR14 1AX, Phone no 01300 477998. Email: aerodrome.safeguarding@baesystems.com before granting permission for the development to the extent specified in the key above.

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Record Type AIRFIELD RECORD	Classification STATUTORY
Title AIRFIELD - SAFEGUARDING CHART WARTON SITE	
Record Owner AIRFIELD OPERATIONS	
Designer M BUNKER	Date Reviewed 01/01/1981
Scale 1:50000 @ A0	Zone Number SITE000
Drawing Reference WTN-000-AF-DR-210	Rev. N/A
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Warton Site Company Marking BAE SYSTEMS PROPRIETARY Government Marking NOT APPLICABLE	

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