

**From:** Debra Helme [REDACTED]  
**Sent:** 12 April 2026 17:45  
**To:** Morgan and Morecambe OWFTA  
**Subject:** Response from interested party [REDACTED]

**Categories:** Post-exam submission

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Dear Sirs,

I respond to the recent email and further information requests from the Inspectorate.

The continuing inability to resolve the bird strike increased risk remains alarming.

If the current status quo is altered by any increased risk, the transmission route is not feasible. The danger to life, from a possible aircraft being brought down, in our coastal towns, is too great.

BAE are correct in not altering their stance on safety. As a local resident I am glad of it.

However, the pressure being applied to BAE to provide information relating to bird strike (ie giving hard facts about bird strike probability) is at odds with the need to ensure safety as a priority.

At the Inspectorate meetings, BAE have consistently stated that the risk is likely impossible to mitigate. This is because they are dealing with the variables of a large wild bird population. They are being asked for details that might better be available through a crystal ball on Blackpool promenade.

The pressure to provide this 'guesstimate' remains risky to local people, who must live or die with the consequences.

No amount of directives given to BAE Warton to give hard and fast information relating to bird strike does not change the facts and logic of this issue.

The applicants chose a flawed route, using workers who were unfamiliar to the area and the specific issues of this coastline and industry. The bird strike problem is a legacy of this poor workmanship.

To proceed with this cable route in the face of such a glaring public safety risk is irresponsible. Local people should not be the collateral damage in the Government's hell-bent drive to Net Zero (which has had enough poor publicity to expose it's largely ideological status).

Kind regards

Debra Helme

WARKOS residents association

