

Hearing Transcript

Project:	Morgan and Morecambe Offshore Wind Farms Transmission Assets
Hearing:	Open floor hearing 1 - Part 2
Date:	29 April 2025

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M&M_29APR_OFH1_PT2

Created on: 2025-04-29 16:15:10

Project Length: 00:49:30

File Name: M&M_29APR_OFH1_PT2

File Length: 00:49:30

FULL TRANSCRIPT (with timecode)

00:00:05:26 - 00:00:13:18

Okay. Can everyone please sit down now? Uh, it's 4:15, and we're going to reconvene this open for hearing.

00:00:16:04 - 00:00:20:03

Okay. Uh, the next speaker is, uh, Mr. Paul Ellis.

00:00:22:28 - 00:00:25:08

If you'd like to come and sit at the table, if you'd like.

00:00:32:04 - 00:01:10:16

I am Richard Ellis, but I'm speaking on behalf of Paul and Wendy as well on that list. Sorry. My other side of that list. Um, so I'd just like to start by thanking you for the opportunity to speak on behalf of myself and my family today and on behalf of the businesses, Midland Riding School and Midland Livery and the both long standing businesses in the filed. Now we are third generation between myself, my sister and my brother in law and my wife that now involved in the business. And so a couple of points personally that we're concerned about starts with the construction process.

00:01:10:29 - 00:01:52:08

And that would go through three parcels of our, um, pasture grassland that's used for both grazing the riding school horses and ponies and the grazing of the equestrian livery business, uh, which due to the noise and dust pollution that's raised from Walker and Morgan's report. And obviously, like I mentioned, at Christine Pollock's ranch at Ray green, horses are extremely sensitive with noise and stuff. They're a flat animal. The options given to us at the moment with Morgan, Morgan is potentially moving them either side or putting a fence up for them to graze and use, but that would not be suitable for the animals.

00:01:52:14 - 00:02:29:09

Uh, just as an example, if we were if you were staying here tonight and the next room was getting drilled and hammered because we're in a construction phase of redoing the room. It wouldn't be quite appropriate for yourself. And again, with the horses, it's that type of thing. It wouldn't quite cut. It'd be good enough to facilitate that, especially for people who are paying for the service like yourself in the hotel room. So that's something just to consider. And obviously, and then the traffic itself as well with the HGVs and the construction, heavy construction materials operating right up alongside the fence, um, there's a huge loss of grassland for the business that produces the forage to feed the horses and ponies.

00:02:29:16 - 00:03:03:23

For the Rand School business would be hugely detrimental. It would impact us into almost potential closure as well. Um, the ride in school, uh, is also, uh, like Christine Pollock's Ray green. We are, um, writing for the Disabled Association Center. Uh, and we are a Stem provider with special educational needs. Um, so that's something else that we, uh, provide. And this would all be just on the socio economic side of things that would maybe have a big impact for the for the child in Blackpool Borough especially.

00:03:03:28 - 00:03:37:15

Um, so that's something that we would like you to consider. And looking at the bigger picture, uh, we were concerned, due to the lack of information and transparency from Morecambe and Morgan from the beginning. And just as an example of this, as Paul Dennis, Moorland agent, made you aware earlier, um, we believe there was a predetermination on the cable route, which would, in theory, make a mockery of the public consultation as he was informed of a predetermination of the route prior to the completion of the public consultation.

00:03:38:04 - 00:04:23:23

And Paul will probably go into more of that in his written representations, but that's a concern for us. Another point, um, as heard earlier this morning when I was here, we have a concern over, uh, discussing how the DCO works, and you were questioning how it worked with two companies this morning with the planning and how they would make that. We also are in the construction side of things, and as I mentioned earlier, we were partial to a meeting at Balam Church Hall earlier at the end of last year where they, Morgan and Morgan could not commit to guaranteeing, um, simultaneous cable laying, which would then extend the program wider and make it a longer process.

00:04:24:09 - 00:04:39:16

These are things that, as well as the planning process being streamlined, which they mentioned. Obviously, from our side, we would like, if it does go through, to be as streamlined as possible on the on the construction phase. So just like to raise that point today because that's a concern. Um.

00:04:42:18 - 00:05:18:17

I think that's everything unless you've got any questions. Oh, drainage as well. Um, I'm sure that a couple of neighboring farmers and stuff in the reputation will go into a lot more detail, but the understanding of the the land locally is a concern as well due to and it was mentioned about the Moss land earlier. Things that will be buried in the ground over the years have predominantly come up through the Moss land because of the wet water table and the fact that we're close to the sea, etc.. And I'd just like to reiterate that point on the size of the farming side of things, because we do farm parcels on the land as well as the equestrian businesses, which will be affected.

00:05:19:10 - 00:05:21:23

And I think that's everything. If that's my time.

00:05:21:29 - 00:05:23:10

Okay. Thank you, Mr. Ellis.

00:05:23:13 - 00:05:24:12

Thank you very much.

00:05:24:16 - 00:05:39:28

Oh, colleague has a question for you. Hello, Mr. Ellis, if we can keep round the. The cameras are excellent. I could see you now. Um. How many, how many hosts have we got, Mr. Ellis?

00:05:42:15 - 00:05:45:24

All together. Um, there will be over 50 horses.

00:05:47:15 - 00:05:55:16

And for the 50 horses. How how How? What percentage of the rides that come to your school are for the disabled?

00:05:56:06 - 00:06:10:24

I don't have the exact figures on me, but, um, there is a fairly good portion of, um, charitable riding for the disabled association groups within within the riding school. I couldn't put a figure on it.

00:06:10:29 - 00:06:18:19

Okay, okay. That's fine. Um, and there's another riding school, um, at Red green? Yes. Uh.

00:06:19:21 - 00:06:51:03

Sorry to interrupt. We are probably, um, two to. Well, we probably are the only two on on the fall course. Maybe now we are the only two. So it pretty much would wipe out this service within this area because we're both affected, which it's just the way that the cable route is. But it is. That is how it has landed. So it would invariably affect the fact that people would have to go a lot further afield to find that.

00:06:51:05 - 00:06:56:09

Okay, I just ask because Regan aren't here today. Yeah. Um, yeah.

00:06:56:27 - 00:06:58:22

Christine's here. Sorry. Yeah.

00:06:58:28 - 00:07:19:10

All right. Thank you. In some ways, obviously, your interests are allied, uh, allied. So it would perhaps be helpful if if you could almost, um, compare notes and, um, issue your submission together. Yes. Bear that in mind for for for next time round in in the hearings.

00:07:19:13 - 00:07:22:05

Yes. Thank you. Yeah, I'll take that on board. Thank you very.

00:07:22:07 - 00:07:22:22

Much. Thank you.

00:07:22:24 - 00:07:23:19

Very much. Thank you.

00:07:24:17 - 00:07:25:16

Thank you, Mr. Ellis.

00:07:25:18 - 00:07:26:06

Thank you very much.

00:07:26:08 - 00:07:32:24

Thank you. Okay. The next speaker is Mr. Kirkham. John Kirkham.

00:07:35:23 - 00:07:36:11

Hello.

00:07:37:01 - 00:08:14:21

Um, hi, I'm John Kirkham, J.W. Kirkham and sons. A little bit of background. We we've farmed in the area for over 300 years. Is, um, we also run a holiday park, uh, over, over 60 years, and we don't sublet. We don't have a bar. We don't have a restaurant. It's not like Blackpool. It's very quiet. Uh, the proposed route would come within 100 yards of our caravan park. And the main reason they come, the retired people, is for the quiet and the seclusion and for the wildlife and the birds.

00:08:16:21 - 00:08:44:20

So I have three issues. Uh, starting firstly, farming. Um, the 30 kilometre cable route passes through fertile farmland. The land, especially at the western end, is flat and very unstable, with running sand below many farms. So for the uninitiated, that is quicksand. Most of the land is prone to periodic severe flooding. Offloading

00:08:46:15 - 00:09:13:26

the proposed cable depth runs a meter or 1.2m, which is the same level as the existing drainage tiles and pipes. So there's not been any proper consideration of this, and if the cables are not buried much deeper, it will simply be impossible to re drain and reinstate the land to its former fertile state.

00:09:17:06 - 00:09:34:09

Overall, the disruption to cropping, grazing, harvesting will be lengthy and effectively will be unable to farm much of our land, including either side of the proposed route, during and after the construction of the cable laying.

00:09:35:29 - 00:10:03:24

Secondly, tourism Livingston towns, Blackpool and the flied are big tourist areas. The disruption will cause short and long term effects on many tourism, business businesses and the associated economy. Lithium Festival, for example, brings many millions of pounds to the area. Imagine if Sting and Blondie can't get through. Can't get through because the roads are closed.

00:10:11:07 - 00:10:34:18

Thirdly, traffic. Um, this is a very built up area. All the roads into rhythms and towns. Warton, Freckleton will be affected over a long period in a heavily populated area. This will affect tourists, commuters to Bar and Springfield works companies of national importance.

00:10:36:25 - 00:10:40:27

And of course all the other many residents in this busy area.

00:10:43:27 - 00:11:03:14

There is an alternative route which would cause a mere fraction of the proposed routes disruption, distress and devastation to the people of the files, lives, livelihoods and their businesses. Thank you.

00:11:05:26 - 00:11:07:02

Thank you, Mr. Kirkham.

00:11:10:03 - 00:11:13:14

Next we come to Mr. Ralph Cairns.

00:11:15:01 - 00:11:20:21

And are you making a representation on your own behalf first off? Okay.

00:11:29:17 - 00:11:30:08

Thank you.

00:11:30:19 - 00:12:10:12

Um, in my representations, I also made an invitation to the, uh, authority to to visit the junction at Three Nooks where it was proposed. Um, that invitation is very much open, and I hope the authority would take the opportunity to take me up on that, because it is an extremely difficult thing to describe in three minutes, which I'm going to attempt now. Um, three Lane is a 150 yards from the Blackpool Road, and, and it connects the 583 and the 584.

00:12:10:14 - 00:12:43:03

It's about 130 yards long. It was closed about 15 years ago because of the high incidence of accidents by Lancashire. You know, it was closed by Lancashire County Council after recommendations by the police. I have lived on that lane for almost eight years to the day. I have literally taken people out of upturned cars on the central reservation and I have called the emergency services and I've assisted people there.

00:12:43:19 - 00:13:20:28

That to give you an idea of the scale of the problem with that junction, which is the cut through the two. If we go to the five, eight, four, which is the Preston New Road, there is a cut through between the westbound and eastbound carriageway. Yes. That cut through is where the, um the accidents are occurring. If you're opening the other side, you've got double more than double trouble. The East. What happens is that the cut through is on a bend on a blind bend by bus stop.

00:13:21:14 - 00:13:54:27

So the westbound carriageway people come down the westbound carriageway and the the satnav has directed him in the wrong direction. It then tells them that to turn right, they turn right and then they collide into a into an oncoming vehicle. And that's what's been happening. When I've questioned people who've been involved in the accident. Three out of four. That's what's happening. We've never had we have an Airbnb down there, which is the most successful Airbnb in the file.

00:13:54:29 - 00:14:29:13

It's the number one. It has over 700 reviews with a 4.9 rating. We've had over a thousand people stay there last year. Um, we direct people away from that cut through. We tell them not to to come through there because we have to have children in the car. It isn't safe. If this application, despite all that you've heard today, uh, is passed, my plea to you would be not to open three Nuts Lane, but to close the cut through.

00:14:30:04 - 00:15:06:28

The the cut through is is so dangerous And I think anybody here who is here today will know that who lives in the area will know it as an accident blackspot. I think the second point I would like to make is that if the I spoke to M&M and they are uncertain yet whether this, uh, cut through, they're going to attempt to to push the cut through or whether they're going to go another way. If they're going to go another way, then they will have to go round, which is where I think you went on your inspection visit.

00:15:07:00 - 00:15:37:27

You went round the 583 in you to the 584. I just briefly want to say what the issue there is. The issue there is that you have okay. The issue there is that you will have HGV traffic causing a slow lane on the on the westbound carriageway. You will then have a fast lane of all the cars coming on the outside lane, and that is where the cut through will come through.

00:15:38:03 - 00:15:44:16

It will be. It will create a hazard. The only way to resolve this will be to close the cut through.

00:15:46:24 - 00:15:47:25

Thank you, Mr. Khan.

00:15:49:00 - 00:15:49:18

Thank you.

00:15:51:06 - 00:15:54:09

I move to, uh, Mr. Johnny.

00:16:07:27 - 00:16:08:24

Can you me? Okay.

00:16:08:27 - 00:16:09:22

Yes we can. Yeah.

00:16:10:28 - 00:16:42:18

I think a lot of people have covered everything. I think the airport is a major issue. Uh, the fact that there is an alternative route. So what I'm going to do is actually say how it impacts the community. When our experts and our community are not listened to, and there's a lot of pain in here, and we're just starting the fracking days, and that's what I'm going to come from, what I've witnessed. Where Lancashire County Council heard the evidence about fracking. Turned it down. And a political decision brought absolute misery to the people of Preston year old. So that's what I'm going to address today.

00:16:42:26 - 00:17:19:13

Okay. As an eyewitness. So, uh, my group was frack free. Fylde. And on the 8th of June, 2025, the last fracking site on Preston Road will be returned back to a field bringing a proven toxic industry of fracking to an end. Every expert scientist academic who presented evidence to Lancashire County Council in 2015 has proven to be 100% right, and the planning committee came to the right decision when they turned it down after a five week public inquiry and over forth 40,000 objection.

00:17:19:15 - 00:17:50:09

Letters to Preston year old site Sajid Javid overruled the LCC. Uh, that site that blighted, uh, the people of Little Blunt and I would like to focus on one of the many risks and dangers, even though there's some there's a lot of them. And that is the first, uh, is the earthquakes. So the first earthquake was on the 1st of April, 2011 by the first, uh, fracking by Cuadrilla at Preesall Farm.

00:17:51:10 - 00:18:27:23

Secondly, Professor Smyth predicted there would happen again when you're fracking. Fracking a heavily faulted rock formation of the North West. And finally, in 2019, the predicted earthquakes closed the site, meaning we weren't listening to. And we're 100% right. And there's a lot of things being said in here today where we will be proven absolutely right. So what does this mean? Is the evidence when a political decision, uh, disrupts a small community of Little Plumpton, I have witnessed a government decision.

00:18:27:25 - 00:19:01:02

Be 100% wrong. I have witnessed the impact on families and livelihoods. I have witnessed people who are no longer with us due to the stress and the effort. Opposing an unlawful and immoral decision to force it on them. I have witnessed all the signs. Uh, I have witnessed many, many signs that say breaches of planning, regulation, health and safety breaches. And I was down at the, uh, community, uh, volunteer to monitor the site.

00:19:02:00 - 00:19:21:05

One example being slowing the road down from 50 miles an hour, down to 20 miles an hour after mud was filmed travelling up the road and then on to the M55. After 12 years, you're about to inflict another unlawful planning. That's completely wrong. When there.

00:19:21:07 - 00:19:21:22

Is.

00:19:21:24 - 00:19:28:22

When there is an alternative site, we could deal with the clock, actually. About three minutes. I've literally got one two paragraphs in the notes.

00:19:28:24 - 00:19:29:27

Okay. If you can make it quick.

00:19:30:00 - 00:20:01:24

All right. Well, it's important that you know the devastation out in the community when we're not listened to. All right. This will be opposed. Who will enforce the regulation? Is there a risk assessment? And who will be entrusted to carry it out? And what I've heard today is the verbatim of what Cuadrilla was misleading and said to us in the past. I believe the community and our human rights are being abused on behalf of zero, and this is a political decision.

00:20:02:09 - 00:20:24:09

There is an alternative route. Please use that alternative route because you've got one other fight in your hands. Like I said, we've been fighting fracking with fracking 100% record with the evidence and lawfully doing it. And thank you to Lancashire County Council for listening to us because they did the right thing. It was a conservative government of realtors. Now we've got a Labour government. Let's see if they get it out.

00:20:24:11 - 00:20:24:26

Okay.

00:20:24:28 - 00:20:25:13

Thank you. Thank you.

00:20:25:15 - 00:20:26:08

Very much. Thank you.

00:20:27:28 - 00:20:30:10

Yeah. Mr. Cairns. Again, please.

00:20:32:11 - 00:20:35:26

And this time, you're speaking on behalf of facts.

00:20:36:20 - 00:21:10:00

Facts view on the, um, on the pipeline issues. There are actually, uh, since I've made my submission to you, there has been a development. Um, first of all, uh, I am now aware that Cadent have registered an objection with the examination authority and that you kopa that's the United Kingdom Onshore Professional Association, who are the, uh, professional association involved with the running of the pipelines have also been notified.

00:21:10:06 - 00:21:50:27

And, uh, in due course, you will hear that in the Health and Safety Executive will become involved in this matter. Um, the precautionary principle applies acutely on this issue. Why? Because there are proven adverse effects from inflammable pipelines, and there is an agreed code of procedure arising

from agreed scientific data. The applicant, when making this outline plan, made no background checks identifying specific hazards and therefore was not referred to in their initial application.

00:21:52:02 - 00:22:29:29

What are the risk factors here? The population increase. There used to be a housing development in the Clifton area, right within the what you would call the OSI area of concern. Uh, uh, of of of impact. Um, there is also going to be another housing panel in Queensway along which side which it runs. There's an acute safety risk because of the inflammable nature of LPG uh, associated with any major incident, which can include also excavation.

00:22:30:12 - 00:22:36:16

Now the pipeline, as I understand the cable code, as I understand it, it's due to go 12ft down. Um,

00:22:38:04 - 00:23:15:12

the pipeline is not that deep. If that wasn't bad enough, we've learnt today that there is also a liquid ethylene pipeline, uh, which pumps at high pressure and -140 degrees. Now, I do have a map here. I accept that you don't want to accept it now, but it crosses it. It impacts directly across the cable corridor route. Some right behind Dobbies, right behind housing development, right behind um, um, the the the motorhome place.

00:23:15:14 - 00:23:46:06

And not too far from my own house, This pipeline isn't shown on maps due to due to the fact that it's so inflammable. It's a potential target for terrorists, so there's no reason why the examiner would have automatically known this. The leaks are highly explosive when mixed with air. The when they're mixed with air, there is an expansion of ethylene which causes a cooling of the steel pipeline, which then causes further cracks and further leaks.

00:23:46:16 - 00:23:50:29

When the ethylene leaks into the air, the air ignites it.

00:23:52:19 - 00:24:29:29

So there is a huge problem here. To give you an example, there was a planning application in 2018, number 036 at Borough Council, where the Health and Safety Executive, um, issued an objection to the uh development or a small development because a major incident could occur, which would have had serious consequences for people in the vicinity. Now that was in 2018. We've got a lot more building occurring since then, so the potentiality for disaster is much greater.

00:24:31:23 - 00:24:51:22

You've heard that issues of congestion, beach closures, flooding, ecology, the absence of the exploration of the Stone road alternative, the disastrous effect on the on the economy. You've heard of all these things which, quite frankly, I have to say, looks like a lack of due diligence on behalf of the applicant.

00:24:54:06 - 00:25:11:05

In conclusion, I would say that this is a reexamination stage. I appreciate that. And it's a low bar which for the applicant to levitate. But if this matter is not resolved, first,

00:25:13:00 - 00:25:17:29

the guiding principle of the legally binding, um,

00:25:19:16 - 00:25:30:18

uh, precautionary principle is that analysis is much less expensive than implementing the incorrect decision, especially when that is irreversible.

00:25:33:13 - 00:26:03:15

Now, I would remind that the applicant would be legally liable for any incident that arose either at the time or subsequent to this. Therefore, it is my submission on behalf of the facts, that the examination authority postpone any further progress of this application, pending resolution of the dangers associated with the LPG and particularly the ethylene pipelines. To the satisfaction of the Health and Safety Executive.

00:26:03:19 - 00:26:05:05

Europa and current.

00:26:06:29 - 00:26:08:12

Those are my submissions to you.

00:26:10:23 - 00:26:20:23

Okay. Thank you, Mr. Cairns. Could you repeat? No clapping please. Um. Could you. Sorry. Could you repeat the planning application number to file Council.

00:26:21:05 - 00:26:25:03

18 036 18, stroke 036.

00:26:25:10 - 00:26:29:23

That's great. Thank you, Mr. Cairns. Thank you. Oh, sorry.

00:26:30:06 - 00:27:01:21

Just one thing that I would say is, obviously, you could submit all the information you've got as part of your if you want to make a representation at deadline one and then that it's the Tuesday 20. That's correct. Yes. It's part of your representation. And that will give the applicant a chance to respond in detail to the representation you made, including location, as many details as you want to ask. I'll provide that obviously for you too, but that's the way I think is the best way to go about this.

00:27:01:23 - 00:27:26:00

And then the applicant will respond. And then obviously we've got to come to a final recommendation and we've got to look at policies. And so right at the end We went. When the examinations are closed, we sit down and we have to write a report on our conclusions. So I think rather than postponing the examination, it's best to get the information in the examination. The applicant can respond, we can ask questions on it and it can be examined. I think that's that's I think is the best way forward to deal with it.

00:27:26:03 - 00:27:27:09

Two points. First of all.

00:27:27:19 - 00:27:32:07

Can you speak to the microphone please. Sorry, sorry. If you could speak into the microphone just for the recording, please.

00:27:32:13 - 00:28:02:19

I wasn't trying to hijack with this. We only found out about the ethylene pipeline this morning, so I've had to add that. So that's the first thing. And it's not widely advertised. The other thing is it's only four feet deep so you can't go under it. You can't go over it because you need access. Um, it's hard to own in the Health and Safety Executive and Cadent. And you could make a decision on this.

00:28:02:21 - 00:28:19:21

It's not the it's not what M&M can do. It's not what with good respect the examination authority can do. This is going to have to be something that's dealt with by the professional association and the Health and Safety Executive, but I will do exactly as you've advised, Mr. Chairman, and I will do it to the best of my ability.

00:28:19:23 - 00:28:33:19

Thank you. Because that will allow us to examine it throughout the examination. So it's not uncommon for issues to come up during examination, which needs to be dealt with. So as I say, rather than I think having to postpone the examination, let's get the information in the examination and we can examine it. I think that's the best way forward. Thank you.

00:28:33:25 - 00:28:53:14

Sorry. On behalf of the applicants appreciate I'm I'm cutting in and we do know about that pipeline. And I'll explain that um, in the representations it has been identified, it is identified in the crossing schedule. And we are talking to the operator about protective provisions in respect of it. You mentioned the LPG pipeline. Did you say that was a Cadent pipeline?

00:28:53:24 - 00:28:59:02

Um, well, no. Cadent. Uh, yeah. Cadence. Yeah. Cadent are operating that. Yeah. Okay.

00:28:59:04 - 00:29:02:13

Because we're also in discussions with Cadent. Okay. We are.

00:29:02:17 - 00:29:17:13

Well, I know that you're in contact with with with Cadent. Um, the, uh, the, uh, ethylene pipeline, though, crosses exactly where where you're about to go and it can't be disturbed. And it's only three feet down.

00:29:17:15 - 00:29:31:08

Sorry, Mr. Burns, but this discussion happily that for that to take place outside of the examination room rather than this becoming a sort of. But thank you for both your clarifications, and I would urge

that discussion outside as well, so that all the details can be can be clarified as well. Please. Thank you.

00:29:31:27 - 00:29:38:15

Okay. Thank you. Uh, I've had a note that, uh, Bernie Croucher would like to make a presentation.

00:29:45:02 - 00:29:45:17

Yeah.

00:29:47:01 - 00:29:47:25

Can you hear me?

00:29:48:27 - 00:29:49:14

Yes.

00:29:49:16 - 00:30:04:21

Thank you. Um, I'm a resident of the Fylde and a child of civil engineer. And, um, I have comments about the proposals to cut a swathe across the Fylde rather than look at alternative routes.

00:30:06:26 - 00:30:54:01

An alternative route would be to keep offshore at a point beyond the lowest spring tide beach level in a southerly direction, and then follow the River Ribble navigation channel eastward up the riverbed towards Preston. This alternative would then intersect the proposed route within the river channel and turn in a southerly direction. In addition, all the proposed substation structures could be sited on the south side of the river, clustered close to the existing substation near Hawick, west of Pam Witham, and set into the rising ground using cut and fill to utilise the sloping ground to reduce the visual impact of the proposals.

00:30:55:03 - 00:31:34:26

The benefits of alternatives are as follows. To reduce the overall environmental and human impact of the proposals to significantly reduce the cost of the project, significantly reduce the programme delivery period, bringing earlier benefits to UK power needs to remove the proposed construction across very large areas of the beach and sand dunes, which would otherwise prevent amenity use for a significant period of time and inevitably damage these special areas both in the short and long term.

00:31:36:19 - 00:32:13:01

It would remove the need for the loss of green areas and farmland across the Fylde, and the need to construct large substations on flat, low lying land where they would dominate views across the otherwise flat landscape. It would remove the need to lay cables near existing houses, sterilising land that might otherwise be needed for future housing. It would remove the need to cross many busy highways, including all three, possibly four routes from Lisbon, Saint Anne's to Blackpool.

00:32:14:00 - 00:32:44:29

The delays and congestion alone would have detrimental environmental, tourism and business consequences, as well as disruption of the lives of residents over a large part of the Fylde area. In summary, alternative proposals have cost, time and environmental benefits and a range of short and

long term benefits to the communities. And there may be other alternatives which have been touched on earlier. Thank you.

00:32:45:11 - 00:32:46:15

Thank you, Mr. Crouch.

00:32:48:13 - 00:32:53:24

We've had a request from a Christine Marshall. I'd like to make a representation.

00:33:02:10 - 00:33:40:12

Thank you for letting me speak. I haven't prepared a speech, but I just feel I must speak after listening to some of the representations. I am a local Fylde resident who got interested in this major infrastructure project. When I went to one of the early, early consultations in Saint Anne's and learned that there was the possibility that the cabling might go down our very busy road, kiln House Lane, a main artery to the motorway and a very residential area. I instantly thought that these companies hadn't really done their homework, as no one, I think, in their right mind, would consider this a suitable route.

00:33:41:08 - 00:34:12:22

I was a teacher in a local secondary school, so I do know about people not doing their homework. This floorplan should be torn up. It's a case of definitely could do better. The consultation is flawed because. Because it appears you haven't. Um, well, first of all, consulted the country of Ireland, as I heard this morning. You haven't listened to farmers. You haven't listened to those people who are directly affected in their houses. You haven't listened to people.

00:34:13:12 - 00:34:45:03

Um, sorry. Listen to businesses you haven't seemingly seriously considered an alternative route. I think the chair this morning said he hadn't actually been on the walk yet to see the landscape affected. I hope I haven't got that wrong. You haven't produced a scale model for people to look at. Uh, need I go on? There's lots of things I think that you haven't considered. What you have done is produce glossy, lots of glossy documents that I personally found very difficult to understand. And I think perhaps the general public would, too.

00:34:45:14 - 00:35:04:02

Plus, it would be difficult for them to find the time to do all that reading. So it's a very it's been a very flawed consultation process in my view. Um, so I urge you to tear up your plans and think again. As somebody said, just here, there's been a lack of due diligence, in my view.

00:35:04:13 - 00:35:18:04

Thank you, Miss Marshall. No clapping please. No clapping. Um, okay, so that completes the list of people who expressed an interest to actually speak. Can I just ask in the room if there's anyone else who would like to speak?

00:35:20:13 - 00:35:21:27

Yes. Can I have your name, please?

00:35:24:08 - 00:35:25:21

Sorry, I didn't quite catch that.

00:35:28:01 - 00:35:33:26

Sorry, I didn't quite catch that working. My name is Thomas Hilton. Miss Hilton, thank you.

00:35:34:06 - 00:35:41:13

I'm a member of the Newton Residents Association s parish council. It's chairman of the council.

00:35:43:03 - 00:35:43:24

Just.

00:35:46:26 - 00:35:48:20

In 1938.

00:35:52:10 - 00:36:09:19

The Green belt Legislation was passed through Parliament. You can ask anybody in any walk of life in this country. What is a green belt? I mean, everybody knows. It's part of our DNA.

00:36:15:13 - 00:36:31:25

If you watch rugby at Twickenham, they play. That's it. And what's it called? Jerusalem. This green and pleasant land. It's the most moving piece of music. And listen to. If you're born here.

00:36:34:02 - 00:36:35:02

Since then,

00:36:36:25 - 00:36:47:25

we've got these huge developments coming, and everybody resists because it's part of our DNA to keep this country a green and pleasant land.

00:36:52:12 - 00:37:23:16

Um. I used to work at British Aerospace as an engineer. I used to build aeroplanes. And I think in engineering terms, they're the most beautiful piece of engineering that man can make. I worked on the Concorde substations at the other end of the scale. They're the ugliest thing on the planet. I do remember when this first arose. I was driving through Birmingham on the M6. It was chockablock.

00:37:23:18 - 00:37:49:27

I jumped out of the car and took a photograph of a substation in Birmingham. It's horrible. But you ask the man in the street. What's a substation? They say it's a little brick building at the end of a cul de sac. There's only one definition for substations. This one? These two are mega substations. Only in the middle of the Fylde.

00:37:51:16 - 00:37:54:00

Within two of two

00:37:55:23 - 00:38:15:16

different options. One is the stunner. They don't seem to have looked at or one is going up the river level, which is a no brainer to me. There's no ships go up and down anymore. I used to live near the docks, ships going up and down. It was being dredged all the time.

00:38:17:02 - 00:38:22:22

They could run the cables up the river or go to Stanhope. They've not looked at it.

00:38:26:17 - 00:38:40:22

To me, either one of those options is a no brainer compared with what they're proposing to rip up the heart of the Fylde. We all want green energy, but not any price. Thank you.

00:38:41:24 - 00:38:47:14

Thank you, Mr. Hilton. Is there anyone else anyone else would like to speak in the room?

00:38:58:11 - 00:39:31:11

Thank you. I'm a resident in Freckleton. Judy lange. Um, I just want to say that I agree with everything that's been said, but I just wanted to add that, um, with regard to the substations emitting 24 over seven noise, our children will be going to school. Our children, your children going to school from cradle to grave, sleeping, eating, being educated, developing with that constant noise.

00:39:31:16 - 00:39:53:27

And anybody who experiences tinnitus, um, the impact of that constant noise and the development on our children, and we're constantly told how the North, the North West Children underperform. How is that going to affect our children and future adults in this area?

00:39:56:21 - 00:40:02:02

Okay. Thank you, Miss Lang. Any other person in the room would like to speak.

00:40:04:15 - 00:40:11:04

I don't see any hands. Uh, looking online now. Anyone online who would like to speak at this open floor hearing?

00:40:14:20 - 00:40:16:23

Yeah, I can't see. Oh, I can see.

00:40:19:06 - 00:40:20:00

Who that is.

00:40:24:06 - 00:40:25:06

Hello. Uh, my.

00:40:25:08 - 00:40:29:11

Name is Stephen Nel. I'm speaking on behalf of Political Technology Limited.

00:40:30:06 - 00:40:35:24

Uh, sorry. Can you have your name? Sorry. Could you please repeat as well?

00:40:35:26 - 00:40:36:12

Any help?

00:40:39:00 - 00:40:39:29

Can you hear me?

00:40:40:09 - 00:40:41:18

I can now. Yes.

00:40:42:26 - 00:40:48:09

Excellent. Uh, I'm speaking on behalf of Helical Technology Limited, who have a site.

00:40:50:12 - 00:40:53:10

We have a site on Hillock Lane in Woking.

00:40:55:12 - 00:41:30:14

Uh, we employ 90 people at that site and we are a developer, manufacture and testing facility in the automotive and other technology based sectors. We're a exporter, um, which obviously assists the profitability of UK plc. And we have concerns about disruptions to access on Hillock Lane. It's already a restricted access road and if there are going to be roadworks etc.

00:41:30:16 - 00:41:40:26

and work's done on that road, there is a possibility that the disruptions that flow from that could put jobs and our business at risk.

00:41:46:23 - 00:41:50:29

And that's all I have to say. So quick, quick one there if you have any questions.

00:41:55:21 - 00:41:56:27

No thank you. Mr.. Mr..

00:41:56:29 - 00:41:58:05

Now, sir, I can hear you.

00:41:59:21 - 00:42:06:14

I said, no, thank you, but thank you for your contribution. Anyone else online who'd like to contribute?

00:42:09:24 - 00:42:20:28

Can't see any hands. Okay. Um. All right. I'll go to the applicant to check whether you'd like to respond to any of the comments that you've heard today. Mr..

00:42:21:00 - 00:42:55:15

Uh, Liz Dunn, on behalf of the applicant. Oh. Sorry, everybody. Um, firstly, I'd just like to thank everybody for their submissions today. Um, they are, um, they are listened to and it's appreciated. And I know it's not easy to do those things. Um, there are just a few points. There were a number of matters that were raised that I think we'll be dealing with in detail over the next few days around alternatives and those sorts of matters. So I'm not proposing to address those. There are just a few corrections that I think are probably or clarifications that I think are probably important.

00:42:55:17 - 00:43:29:06

Um, today, um, we have taken a note of submissions and we'll be responding to them as we need to, uh, for deadline one as well, in order that those are picked up. So the first point I just wanted to pick up was, um, a point that was made. So we have got to do two lots of notes together by Mr. Threlfall. Um, who talked about there being beach closure and the closure, the beach being closed. Um, that isn't correct. Um, there will be, uh, access across the beach, maintained during construction works and through the dunes.

00:43:29:08 - 00:44:02:07

And that is, uh, set out in detail in the public right of way management plan outline public right of way management plan, which is as 048. Uh, and it looks like it's, uh, I think it's ace 048. So that's clear that there will not be a closure of the beach. There will be areas of the beach that need to be, uh, fenced off when works are taking place, but the beach will not be closed. Uh, there was also a point made, I think, by, um, Mr. Morgan around the, uh, substation site areas.

00:44:02:09 - 00:44:36:27

I think he said that, um, it was 22 hectares, uh, for two gigawatts. Um, just to be clear again there, the permanent footprint of the Morgan substation. I think we'll come onto this again tomorrow is eight hectares. And for the Morecambe substation is 2.97 hectares. Uh, there is additional land that's required for, uh, for mitigation, um, and for, um, uh, for drainage and those matters. But the actual substation platform sites are significantly smaller than that.

00:44:36:29 - 00:45:08:10

That's set out in table 3.2.3.26 of the project description chapter. Um. Uh. There were references made. Um, sorry, I've just got to check. Um, I think it was from Mr. Dunlop from the Wildlife Trust. And I think you were you were, um, pick those up about, um, data that was available, um, in respect of NVC and the sand lizards, um, at the LSI, um, at the beach.

00:45:08:15 - 00:45:36:12

That information was provided to us on the 24th of April, 2024 and has been used in the application, uh, and that is set out in table 3.6 of the Onshore Ecology chapter, which is app 075. Uh, and there have been a lot of discussions taken place with, um, the partners for the Fall Dunes Club. Um, in respect of, uh, matters that are going on there. the.

00:45:38:15 - 00:46:12:01

5th of April. Did I say the 24th of April? 5th of April 2024. Um, I think there were also some comments made regarding, um, potentially loss of grade one agricultural land. Um, in the uh, in table 6.9 of the land use chapter, which is app 104, um, there is a table which sets out the amount of, uh, the

various grades of land, uh, that were within the study area for the cable corridors and that and the wider project.

00:46:12:13 - 00:46:48:16

Uh, and that's clear that there there is and there is no grade one agricultural land within that study area. So, um, there's obviously none within the cable corridor either. But there are further details about other grades. There's just I think grade one came up a couple of times. Um, I also, uh, just to come on to the points, I think, that were made at the end by Mr. Cairns about the pipelines, and we will be responding to this in detail. I think the, um, the ethylene pipeline he's talking about is owned by Sabic.

00:46:48:24 - 00:47:21:05

Um, we are in discussions with them, uh, regarding that pipeline. We are, as I said, aware of it or the applicants are aware of it. And, um, it is, uh, it's included in the onshore crossing schedule, which is Document App 027, uh, with identification number m SMC gcc UT 1231. We'll put all this in our response, but it's just a point to the fact that it we are aware of it, we are considering it.

00:47:21:07 - 00:47:51:12

And we are in discussions with Sabic as the operator, um, in respect of how that can be safely crossed and through the protected provisions, um, we will need to agree with that. Operator, how those works are carried out in order that they meet their requirements in respect of health and safety. Uh, the Cadent pipeline, I think, which is the we weren't sure what the LPG pipeline was that was being referred to, but I think that's the Cadent pipe pipelines again.

00:47:51:14 - 00:48:20:06

We're aware of the Cadent pipelines. They are also included in the crossing schedule. I'm sorry, I don't have the references for those. And we are in discussions with Cadent about the necessary protective provisions to ensure that those are crossed safely in respect of the works that are being carried out. So we'll put that in our in our response, um, in order that, uh, that that information is available to everyone or certainly highlighted to everyone which is already there. Thank you.

00:48:20:08 - 00:48:50:15

Okay. Thank you, Miss Dutton. So may I remind you that the timetable for this examination requires that parties provide any post hearing documents, including any written summaries from an individual who spoke today, if possible, on or before deadline one which is the 20th of May. May I also remind you that the recording of this hearing will be placed on the planning Inspectorate's website as soon as possible after this meeting. Thank you all very much for attending today and for your participation.

00:48:50:17 - 00:48:58:19

We'll consider all your representations carefully and they'll inform us on our future written questions and questions at hearings.

00:49:00:12 - 00:49:23:21

The next event is the issue specific hearing, which will take place tomorrow at this venue at 9:30 a.m.. Details and agendas can be found in the rule six letter and the planning Inspectorate's website. So

once again, I thank everyone here today and online. Um, time is now 1704 and it's open for hearing is now closed. Thank you.