

The attached file contains additional information submitted by the two parish councils covering:

- Moir Vannin landfall;
- Access and traffic issues;
- Impact on local children's education; and
- Impacted businesses on Ballam Road.

Deadline 3 Written Submissions

Moor Vannin landfall

Bev Duckworth, Janette McCormick and Phil Morgan met representatives of Moor Vannin at Newton with Clifton Village Hall on 27th May about a consultation in September. They are currently exploring two routes:

- One with landfall north of Blackpool, then crossing the Wyre (not using Stanah/Hillhouse) and then coming east of Kirkham towards a crossing of the Ribble to Penwortham.
- The other route has landfall north of Crosby beach, zigzagging through West Lancashire to get to Penwortham.

They did say that their third option, following the M&M route had been rejected due to complications.

Their substation would be within 5km of Penwortham, not 7km as with the applicants.

This is consistent with this map

<https://assets.publishing.service.gov.uk/media/671101b1b40d67191077b2a7/east-irish-sea-transmission-project-section-35-direction-figure-1-indicative-location-plan.pdf> and this map <https://assets.publishing.service.gov.uk/media/671101d9386bf0964853d726/east-irish-sea-transmission-project-section-35-direction-figure-1-indicative-location-plan-onshore.pdf> on the Government website for the Moor Vannin scheme showing a search area for landfall from Crosby to Fleetwood.

This shows that there are alternatives to the landfall which M&M are insisting was the only place they could use.

Further industrialisation of farmland and Project Overlap:

Another completely separate planning application ref 24/0541 has been submitted to Fylde Council for approval on the farmland between the two planned substations. pa.fylde.gov.uk/Planning/Display/24/0541 The developer (Bluefield) is aiming to finish their solar panel installation—covering 79 acres between two substations—before M&M begins their own project

Changes have been made to the original application to take HGV's down Lower Lane and onto a public right of way. Timing hasn't been clearly communicated, but it's an important issue. If both projects happen at the same time, it would could cause major disruption in the area. These are separate plans, but from our point of view, they might clash—especially since planning approvals with Fylde Council don't always go smoothly.

Access and Traffic Issues

The second issue involves road access using Clifton Drive and Queensway, which run west to east near the airport. The airport sits in the middle, and those two roads are the only access routes between Blackpool and St. Annes. There's no information about how emergency services (like ambulances, from the Blackpool Victoria hospital, police, and fire engines) would manage if traffic builds up due to the works. Any disruption like roadworks or accidents already causes traffic chaos. If restrictions or works happen to both roads at the same time, it could be disastrous. Even restrictions to one road would cause a serious problem. The coastguard also operates in this area and relies on these roads as access routes for their own vehicles as well as their volunteers who need to get to the lifeboat stations in short periods of time. So overall, there's a real risk to public safety unless these issues are addressed.

Impact on local children's education

Janette McCormick - a resident of Newton with Scales and retired primary school deputy headteacher.

A phrase commonly used in the project documentation is public interest versus private loss. Has the applicant considered the impact of the construction, and operation of the transmission assets on the educational community and the educational opportunities children may lose?

I understand this is the first project of this size to be built so close to existing residential communities. Newton Bluecoat School, Strike Lane Primary School, and Carr Hill High School are schools close to the proposed substation sites and cable corridors. These schools alone have a total capacity of over 1300 children.

With the 11-year construction window for Morecambe and Morgan, the possibility of two solar farms being built before, then maybe Mooir Vannin in the mix, a 4-year-old starting at one of these primary schools who then goes to Carr Hill, could experience their entire school life from 4-16 in the shadow of energy project construction and on-going operational works, with potential continuous noise and disruptions to their learning.

Noise during the school day, will make it more difficult for children and teachers to focus and concentrate, to learn and to teach. Instructions, including safety instructions and learning activities will need to be regularly revisited and repeated. This will affect the children's and teachers' workload, their achievements, their stress levels and well-being.

In addition, sudden loud noises caused by construction work, vehicles, and equipment will potentially have a greater impact on some individuals and groups of children, such as those with special educational needs and disabilities (SEND).

In periods of assessments and national examinations, when pupils should be working in quiet conditions, they will be further disadvantaged compared to other children across the country. Carr Hill was rated 'requires improvement' by Ofsted in March 2024. Government data shows the children there have below-average progress in the end of KS4 assessments compared to similar pupils across the country. This is not going to help.

On going home some children will not have respite as the transmission assets are being built close to their houses with building work from 7 am to 7 pm, 6 days a week, and an hour before and after for setup and close-down. This will further impact educational homestudy.

The arrival time of children and staff may be affected by road works and diversions necessitated by the project. Arriving late at school by just 10 minutes a day adds up to around 6 1/2 days' worth of lost learning over a school year, further impacting attainment and achievement.

Finally, has the applicant has consulted with The Local Education Authorities, the Governing and Trust Boards, the Headteachers and Principals?

How will the needs and views of the children, teachers, parents, and carers be taken into account?

After all children only get one chance at an education.

List of impacted businesses on Ballam Road

These business need unimpeded transport access for their business to continue to thrive. They feel that the engagement by the applicants is insufficient and have concerns about what the impact on their business will be.

Businesses on Ballam Road/Peel Road

Ballam Road

Pemberton's Farm, shop, dairy and milk deliveries

Lawn's Farm. [the family rely on the sale of Christmas Trees, a lot of sales from passing traffic]

Westby Hall [caravan storage]

Realtime [Willows Farm] staff travelling to/from site

West Moss Lane

Coppice Business Park:

Tony's [Body work and valeting]

Wag Nanny [Dogs' day- nursery and animal feeds]

Silent Mill Brew Co. [beer/lager brewing, sales through Pemberton's and customers from local area.]

WMG Gifts [mainly toys, sold on- line]

The Park [gym]

Peel Road

Peel Hall Business Park [many companies use the site, all small family run]

Lowlands Farm [Alpaca Farm open to public]

Ridgeway Farm [open to public, family visits]

Clifton Estate [family run caravan park]

Green Future Recycling [based on Anna's Road, off Peel Road]

All these companies have voiced great concern at the effect cutting off Ballam Road will have on their business.