

# **MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS**

**Notification of Intention to Submit a Change Request Application**



23 July 2025  
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**Prepared for:**

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

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23 July 2025

The Planning Inspectorate  
National Infrastructure Directorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Dear Sir / Madam,

**Planning Act 2008**

**Planning Inspectorate Reference Number: EN020028**

**The proposed Morgan and Morecambe Offshore Wind Farms: Transmission Assets**

**Notification of the Applicants' intention to submit a request for changes to the Transmission Assets  
Application**

The purpose of this letter is to notify the Examining Authority in writing that Morgan Offshore Wind Limited ("Morgan OWL") and Morecambe Offshore Windfarm Limited ("Morecambe OWL") (together "the Applicants") intend to submit a request to make changes to the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (referred to hereafter as 'the Transmission Assets') Development Consent Order Application. In summary the proposed changes are:

1. Relocation of Access TAT\_MGMC\_9 for both Morgan OWL and Morecambe OWL and Relocation of access OAR\_MGMC\_10 for Morgan OWL; and the provision of an additional construction access TAT\_MGMC\_9B for both Morgan OWL and Morecambe OWL;
2. Identification of Blackpool Airport operational access alignment through Work Nos. 10A10B, 12A12B and 14A14B;
3. Removal of operational access OAR\_MGMC\_3 from Squires Gate Lane into Blackpool Airport; and
4. Reduction to Order limits within Blackpool Airport (Work No. 13A13B), Blackpool Road Recreation Ground (Work Nos. 15A15B, 53A53B and 54A54B) and to the east of the Queensway (Work Nos. 16A16B).

These changes and the reasons they are needed are explained in more detail below.

In preparing this change notification, the Applicants have taken into account the Planning Inspectorate's Advice Note 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted' (August 2024) ("PINS Change Advice").

The proposed change request is being prepared in response to (i) a change in the B5410 road alignment affecting a proposed construction access and a proposed operational access and (ii) a reduction in the Order Limits as part of ongoing engagement with Blackpool Airport Operations Limited ('BAOL') and Blackpool Airport Properties Limited ('BAPL') (through Blackpool Borough Council as the main shareholder of BAPL) and with Lytham Town Trust, Fylde Borough Council and St Anne's Football Club in relation to the use of Blackpool Road Recreation Ground.

### **Description of and Rationale for the Proposed Changes**

**1. Change 1a** - Relocation of Access TAT\_MGMC\_9 for Morgan OWL and Morecambe OWL;

**Change 1b** – Relocation of Access OAR\_MGMC\_10 for Morgan OWL; and

**Change 1c** – Provision of an additional construction access: TAT\_MGMC\_9B.

#### *Change 1a*

Change 1a involves amendment and reduction of the proposed Order Limits to remove construction access (TAT\_MGMC\_9) as shown on Sheet 5 of the Access to Works Plan (APP-157). This access does not align optimally with the final constructed layout of the Lytham St Annes Way (B5410). The Applicants have identified the need to relocate this construction access approximately 200m north where they would align with a recently constructed field access. This relocation would therefore make use of an existing access and be wholly located within the Order Limits. This involves the removal of ten plots of land (plots 05-044, 05-058, 05-059, 05-062, 05-063, 05-064, 05-065, 05-066, 05-067 and 05-068). This change will introduce temporary possession powers for Morecambe OWL within Morgan OWL's side of the cable corridor for the purposes of the relocated construction access. Change 1a will result in Morgan removing their rights associated with plots 05-043 within Morecambe's cable corridor.

#### *Change 1b*

Change 1b involves amendment and reduction of the proposed Order Limits to remove operational access OAR\_MGMC\_10 as shown on Sheet 5 of the Access to Works Plan (APP-157). As with Change 1a, this operational access does not align optimally with the final constructed layout of the Lytham St Annes Way (B5410). The Applicants have identified the need to relocate this access approximately 200m north to align with relocated access TAT\_MGMC\_10 and a recently constructed field access within Morgan's cable corridor as described for Change 1a above. Relocated OAR\_MGMC\_10 will not be used by Morecambe OWL. This relocation would make use of an existing access and be wholly located within the Order Limits to provide Morgan OWL with access to the west of Lytham St Annes Way. Morecambe OWL is satisfied that it can

access its cable corridor to the west of Lytham St Annes Way via operational access OAR\_MGMC\_9 for the purposes of operation and maintenance.

Change 1b involves the removal of three plots of land (plots 05-057, 05-060 and 05-061). Morgan OWL will also be removing their permanent rights associated with plot 05-054 within Morecambe OWL's cable corridor. The relocation of operational access OAR\_MGMC\_10 for Morgan OWL only does not introduce any new powers of compulsory acquisition for Morgan OWL as it falls within the existing cable corridor which already includes rights for Morgan OWL to effect access to the highway.

#### *Change 1c*

Change 1c involves amendment of the Access to Works Plan and Works Plans – Onshore and Intertidal (no amendment to the proposed Order Limits) to provide a new point of access to the east of the Lytham St Annes Way (B5410) as shown on Sheet 5 of the Access to Works Plan (APP-157). Following the opening of the Lytham St Annes Way, the Applicants have identified the potential to reduce the impacts on an existing land use through the provision of an alternative point of access to the east of this road. To access the section of cable corridor east of Lytham St Annes Way to Peel Road, it is currently proposed that vehicles would use accesses TAT\_MG\_10 and TAT\_MC\_12 (shown on Sheet 6 of the Access to Works Plan (APP-157)) and travel west on the temporary haul roads within the cable construction corridor. This approach requires construction traffic to pass through a Christmas Tree farm. To avoid the requirement for removal of trees to establish the haul road in this location, the Applicants have identified the opportunity to utilise a newly constructed field access to the east of Lytham St Annes Way. This access is located wholly within the Order Limits and involves a change to six plots of land (plots 05-070A, 05-071A, 05-072A, 05-073A, 05-074 and 05-076A ). This change will introduce temporary possession powers for Morecambe OWL within Morgan OWL's side of the cable corridor for the purposes of the additional construction access.

## **2. Change 2 – Identification of Blackpool Airport operational access alignment through Work Nos. 10A10B, 12A12B and 14A14B to Access OAR\_MGMC\_5 from Leach Lane;**

Change 2 involves amendment of the Access to Works Plan and Works Plans – Onshore and Intertidal (no amendment to the proposed Order Limits) to align the operational access to the Transmission Assets' Transition Joint Bays (TJBs) and onshore export cables via Access OAR\_MGMC\_5 from Leach Lane as identified on Sheet 4 of the Access to Works Plan (APP-157); and within Work Nos. 10A10B, 12A12B and 14A14B as identified on Sheet 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007). Commitments made by the Applicants through negotiations with Blackpool Airport have confirmed that operational access to the Transmission Assets' TJBs and onshore export cables will not be taken via Access OAR\_MGMC\_3 from Squires Gate Lane (see Change 3) therefore an alternative operational access is required. The use of Access OAR\_MGMC\_5 from Leach Lane has been discussed and agreed with Blackpool Airport as part of the negotiations. This involves a change to two plots of land (plots 03-009 and 03-010) which will reduce the amount of land over which permanent rights are required by the undertakers in respect of Work Nos.14A14B. The permanent rights will now only be required over the agreed operational access alignment within Work Nos.14A14B (with the operational access to be identified as Work Nos.

34A34B on the amended Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). The remainder of Work Nos. 14A14B will be subject to temporary possession powers only.

**3. Change 3 – Removal of operational access OAR\_MGMC\_3 from Squires Gate Lane to Blackpool Airport;**

Change 3 involves amendment and reduction of the proposed Order Limits to remove an operational access (OAR\_MGMC\_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets 1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Commitments made by the Applicants via the negotiations with Blackpool Airport have confirmed that operational access to the Transmission Assets (TJB) and onshore export cables will be taken via Access OAR\_MGMC\_5 from Leach Lane, as identified within Change 2. Access via OAR\_MGMC\_3 from Squires Gate Lane is no longer required. This involves the removal of four plots of land (plots 02-024, 02-025, 02-026, 02-027 and 02-028).

**4. Change 4a – Reduction to Order Limits within Blackpool Airport (Work No. 13A13B) and Change 4b – Reduction to Order Limits within Blackpool Road Recreation Ground (Work Nos. 15A15B, 53A53B and 54A54B).**

**Change 4c – Reduction to Order limits east of Queensway (Work No. 16A16B) together with a consequential change of powers from permanent rights to temporary possession powers between the construction compounds and the realigned cable corridor east of Queensway.**

*Change 4a*

Change 4a involves amendment and reduction of the proposed Order Limits to remove any potential interaction with Runway 10/28 and land north of Runway 10/28 within Blackpool Airport operational land; currently included within Work Nos. 13A13B on Sheets 4 and 5 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007). The Applicants have made a commitment through negotiations with Blackpool Airport that cables will not be installed beneath Runway 10/28 and that the runway and land to the north of the runway is considered a restricted area, which means that no installation activities will take place. Therefore, this will result in a reduction of the Order Limits within Blackpool Airport. This involves the reduction in one plot of land (plot 04-024).

*Change 4b*

Change 4b involves amendment and reduction of the proposed Order Limits to reduce interaction with Blackpool Road Recreation Ground and reduce the interaction with one of the St Anne's Football Club 11-a-side pitches; currently included within Work Nos. 15A15B, 53A53B and 54A54B on Sheets 4 and 5 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007). Following feedback received from Fylde Borough Council and St Annes FC, and due to the commitments made by the Applicants through negotiations with Blackpool Airport not to undertake construction activities in the restricted area (as explained under Change 4a above), the swept path of onshore export cables in the northern section of



Blackpool Road Recreation Ground can be reduced. This involves the reduction in five plots of land (plots 04-015, 04-016, 04-017, 04-018 and 04-019).

#### *Change 4c*

Change 4c involves amendment of the Works Plans – Onshore and Intertidal (no amendment to the proposed Order Limits) to reduce the Order limits east of the Queensway and alter the permanent rights currently sought under part of Work No. 16A16B to temporary possession powers. The commitments made by the Applicants as part of the negotiations with Blackpool Airport to reduce the Order limits to remove a restricted area from Work Nos. 13A13B (as explained under change 4a above) result in a consequent alignment of the route of the onshore export cable corridor to the southern extent of Work Nos. 16A16B meaning that the northern extent is not required for permanent rights. Access to the onshore export cable corridor is still required from the north so temporary possession powers are still required over this area. The routing of the access required is subject to detailed design as the land east of Queensway is beneath the flight path for Blackpool Airport and contains runway approach lights. This involves changes to seven plots of land (plots 05-004, 05-005, 05-006, 05-007, 05-008 and 05-014A) to reflect the changes to the Works Plans and allocate powers of temporary possession for the undertakers over this area.

### **Compulsory Acquisition**

The Applicants have considered whether the above changes engage the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (“CA Regulations”) and in doing so they have had regard to the PINS Change Advice (published 8 August 2024). The PINS Change Advice notes that:

*“Additional compulsory acquisition powers may be needed where the proposed change involves additional land that is not included in the Book of Reference. Additional land includes the compulsory acquisition of land that was previously included in the Book of Reference for temporary possession only.”*

None of the proposed changes involve the need for additional land. In fact, the changes secure reductions to the Order limits and consequent reductions to the extent of land subject to compulsory acquisition. The changes do not introduce additional landowners or land interests as they are either changes entirely within the scope of the Order limits or reduce the extent of the Order limits. On that basis, the Applicants consider that The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations) are engaged. The Applicants note that this follows the Examining Authority’s decision on the recent Mona DCO change request where the Examining Authority accepted changes, which only involved temporary possession powers and no additional land, having determined that they did not trigger the CA Regulations.

### Consultation with Stakeholders and Affected Persons

As already noted, the proposed changes have arisen out of ongoing engagement with key stakeholders. In addition, notification of the proposed changes has been provided to each stakeholder and land interest as set out below and there will be an opportunity to discuss the proposed changes at the next hearings. On this basis, the Applicants do not consider it necessary to undertake formal consultation with affected

stakeholders and landowners prior to submission of the Change Request application, but have allowed for a targeted non-statutory consultation to take place following submission of the formal Change Request as set out in Appendix A.

### **Change 1**

The representative of The Executor Of The Estate Of The Late Patrick Frank Ellis and Paul Hamilton Ellis and the representative for Trevor Enstone were informed of the proposed changes relating to access via email on 22<sup>nd</sup> July 2025. The rights sought through the land agreements will be updated in due course to reflect the changes.

Lancashire County Council, as highway authority, were notified of the proposed changes relating to access on 22 July 2025.

### **Changes 2 to 4**

BAOL were notified via DWF and Blackpool Borough Council of the proposed changes relating to the Airport on 14 July 2025. The scope of the changes at Blackpool Airport reflect matters previously agreed with BAOL and BAPL during commercial negotiations.

Lytham Town Trust, Fylde Borough Council and St Anne's Football Club were notified of the proposed change relating to the reduction in Order limits at Blackpool Road Recreation Ground via email on 22 July 2025. The reduction in order limits as a result of Change 4b was discussed verbally with Fylde Borough Council on 18 July 2025.

Blackpool and The Fylde College, were informed of their interest potentially being removed due to Change 3 on 22 July 2025 via email. Until such time the change request is confirmed the Applicants will continue to engage on the land rights sought, however the removal of the plot 02-025 would be welcomed by the College on the basis this is their only interactions with the Order Limits

### **Environmental Impact Assessment**

The Applicants note that each of the proposed changes fall within the Order limits and consequently are covered by the existing datasets and surveyed areas used to inform the conclusions of the Environmental Statement (ES). In accordance with the requirements of The Infrastructure Planning (EIA) Regulations 2017 (as amended) (the EIA Regulations), the Applicants have undertaken a review of the Environmental Impact Assessment (EIA) and the conclusions set out within the ES in relation to each of the proposed changes (Changes 1 to 4) to consider whether any of the proposed changes would result in any new or different likely significant environmental effects.

At this time, the Applicants' review indicates that the proposed changes will have no effect on the conclusions set out within the ES. For the avoidance of doubt, the Applicants do not therefore consider that any additional mitigation measures will be required as a result of the proposed changes.



The Applicants will submit with their formal change request a report to outline their review of the EIA and ES in further detail to evidence why they do not consider any new or different likely significant effects will arise as a result of the proposed changes.

Whilst the Applicants acknowledge that it is for the Examining Authority to determine whether the proposed changes would result in a materially different project to the one applied for, the Applicants consider these changes are minor and can be accepted as in-Examination changes to the Transmission Assets Application. Importantly, the changes:

- have arisen as a result of a change in the highway alignment outside of the Applicants' control and in response to ongoing engagement with key stakeholders to address concerns relating to the Transmission Assets Application;
- do not give rise to any changes to the project design envelope (i.e. location of buried infrastructure or other infrastructure) or give rise to any new or different likely significant effects and do not therefore require submission of supplementary environmental information;
- do not result in any increase to the Order limits or the introduction of any additional land; and
- do not result in any new or additional permanent compulsory acquisition powers, only the introduction of temporary possession powers within existing Order limits.

### **Consultation, Timings and Procedure**

The Applicants are making this change request at the earliest opportunity following continued engagement with key stakeholders and landowners. Given the proposed changes do not engage the CA Regulations and do not require submission of supplementary environmental information pursuant to the EIA Regulations, the Applicants consider there is sufficient time remaining to accommodate the change request within the existing Examination timetable and provide for a targeted, meaningful non-statutory consultation.

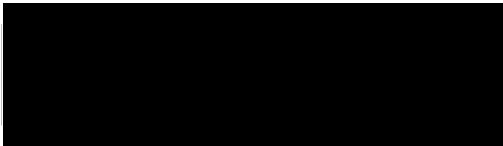
Whilst the Applicants acknowledge that the acceptance of the proposed change request, and programme for the examination of the change, are matters for the Examining Authority, the Applicants have set out in Appendix 1 a suggested timetable for the proposed change request to confirm out how they consider the change request can be accommodated within the Examination timetable well before the close of Examination.

In addition, the Applicants consider that the change request consultation can be targeted and have provided a list of proposed consultees at Appendix 2 to this letter with whom consultation will be carried out. The Applicants consider that a targeted consultation focused on the area of the proposed changes is reasonable and proportionate, especially given that the proposed changes have arisen as a result of the ongoing engagement and consultation which has already taken place to date. In addition, there will also be the opportunity for the notification of change request to be discussed at the July hearings.

The Applicants would be grateful for the Examining Authority's feedback on the proposed timetable for examination of the change request and the list of consultees, The Applicants are happy to discuss this matter further at the upcoming ISH hearings from 29 July 2025 to 31 July 2025.

Yours faithfully,

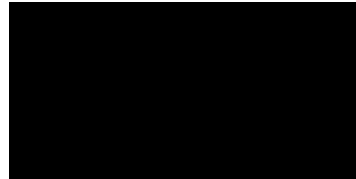
Heather Kwiatkoski



Project Consent Manager

Morgan and Morecambe Offshore Wind Farms:  
Transmission Assets project, on behalf  
of Morgan Offshore Wind Limited

Ian Mackay



Consents Lead

Morgan and Morecambe Offshore Wind  
Farms: Transmission Assets project, on  
behalf of Morecambe Offshore Windfarm Ltd

## Appendix 1

### Applicants Proposed Change Request Timetable

Date	Step	Comments
<b>Wednesday 23 July 2025</b>	Applicants' submission of notification of change request	
<b>W/c 28 July 2025</b>	ISH2, CAH2 and DCO hearing	Opportunity to discuss proposed change request at hearings
<b>By Tuesday, 5 August 2025</b>	Examining Authority to respond in writing to notification of change request	To provide initial feedback on the proposed changes including the proposed programme for consideration of the formal change request during Examination.
<b>Friday, 8 August 2025 (Deadline 4)</b>	Applicants' submission of formal change request	<p>This will include those documents the Applicants consider are necessary to understand and consider the proposed changes, including:</p> <ul style="list-style-type: none"> <li>• Change Request Report – providing confirmed descriptions and rationale for the requested changes, confirmation as to why supplementary environmental information is not required, and a schedule of applications confirming which application documents will be updated in the event the Change Request is accepted by the Examining Authority.</li> <li>• Change Request Clean and tracked draft DCO.</li> <li>• Change Request Schedule of Changes to draft DCO</li> <li>• Change Request Works Plans – The relevant sheets to show the Order limit changes and access change.</li> <li>• Change Request Land Plans – The relevant sheets to reflect changes to Order limits and accesses.</li> <li>• Change Request Supplemental BoR – to reflect Land Plan changes (i.e. to show changes to the land plots required as a result of the Change Request).</li> <li>• Change Request Supplemental Land Rights Tracker – to show where updates are required to reflect changes to land plots.</li> <li>• Change request Statement of Reasons (Tracked and clean) –to show where</li> </ul>

Date	Step	Comments
		<p>updates are required to reflect updated land plots.</p> <ul style="list-style-type: none"> <li>• Change Request Access to Works plan – the relevant sheets to show changes to highway accesses.</li> <li>• Change Request oHAMP – to remove access designs for access being removed and to include replacement or new access designs.</li> </ul>
<b>Monday, 11 August 2025</b>	Local newspaper notice publication, erection of site notices and notices to be issued to targeted consultees and land interests by post/email	<p>Notices will be sent to those consultees listed in Appendix 2 to arrive by Monday, 11 August 2025.</p> <p>Notices will be published in:</p> <ul style="list-style-type: none"> <li>• Lancashire Post (print)</li> <li>• Lancashire Live (online)</li> </ul> <p>Site notices will be placed in the vicinity of the change request locations.</p> <p>The notices will request representations on the change request are submitted to the Applicants before the end of the consultation period (see below).</p>
<b>Friday, 12 September 2025</b>	End of consultation period	<p>This provides for a 32 day consultation period. A minimum 28 day consultation period is recommended in the PINS Guidance under Step 3 – The applicant consults about the proposed change.</p> <p>The Applicants consider the 32 day period to be reasonable and proportionate noting that the proposed changes have arisen as a result of ongoing engagement and consultation and, prior to this consultation period, there will also have been the opportunity for the notification of change request to be discussed at the July hearings.</p>
<b>Monday, 22 September 2025 (Deadline 5)</b>	Submission of non-statutory consultation report	<p>Non-statutory consultation report to include:</p> <ul style="list-style-type: none"> <li>- List all consultees written to in connection with the proposed changes.</li> <li>- Copies of any newspaper notices or site notices.</li> <li>- Any consultation responses received.</li> <li>- Applicants comments on those consultation responses.</li> </ul>
<b>w/c 6 October 2025</b>	Further hearings to be held (if required)	Can be considered, as necessary, during period scheduled in Examination for further hearings
<b>By Tuesday, 14 October 2025</b>	Examining Authority's decision on change request	
<b>Wednesday, 22 October 2025</b>	Deadline 6	If change request accepted by Examining Authority, submission of all relevant updated

Date	Step	Comments
		Application documents at deadline 6 to reflect acceptance of change request.

## Appendix 2

### Applicants proposed list of parties to be notified of the Change Request

#### Land Interests

- Bloomsberry Properties Limited (interests in 05-063, 05-068 affected by Change 1a)
- NATS (En Route) Public Limited Company (interest in 05-068 affected by Change 1a)
- NATS Holdings Limited (interests in 05-043, 05-044 and 05-066 affected by Change 1a)
- Paul Hamilton Smith (interests in 05-043, 05-044, 05-054, 05-057, 05-058, 05-060, 05-064, 05-065, 05-066, 05-067 and 05-068 affected by Changes 1a and 1b)
- The Executor Of The Estate Of The Late Patrick Frank Ellis (interests in 05-043, 05-044, 05-060, 05-064, 05-066, 05-067 and 05-068 affected by Changes 1a and 1b)
- Rowland Homes Limited (interests in 05-063, 05-071A affected by Change 1a and 1c)
- Anthony James Wilson (interests in 05-059, 05-061, 05-062, 05-063, 05-070A, 05-071A, 05-072A affected by Change 1a, 1b and 1c)
- National Westminster Bank Plc (interests in 05-059, 05-061, 05-062, 05-070A affected by Change 1a, 1b and 1c)
- Trevor Stewart Enstone (interests in 05-059, 05-061, 05-062, 05-070A, 05-072A, 05-073A, 05-074 and 05-076A affected by Change 1a, 1b and 1c)
- Preston City Council (interest in 05-071A affected by Change 1c)
- Amanda Hull (interests in 05-073A, 05-074 and 05-076A affected by Change 1c)
- Brian Hull (interests in 05-073A, 05-074 and 05-076A affected by Change 1c)
- Lancashire County Council (interest in 02-028, 04-016, 04-017, 04-018, 04-024, 05-004, 05-058, 05-059, 05-060, 05-061, 05-062, 05-063, 05-064, 05-066, 05-067, 05-068, 05-070A, 05-072A and 05-073A affected by Change 1a, 1b, 1c, 3, 4a, 4b and 4c)
- Fylde Coast Holdings Limited (interests in 03-010, 04-005 and 04-010 affected by Change 2)
- Blackpool Council (interests in 02-024, 02-026, 02-027, 03-009 and 03-010, 04-024 affected by Changes 2, 3, and 4a)
- Blackpool Airport Properties Limited (interests in plots 02-024, 02-026, 03-010, 03-039, 04-010 and 04-024 affected by changes 2, 3 and 4a)
- The Executor of The Estate of The Late Michael Andrew Woods (interests in 02-024, 02-026, 03-009 and 04-024 affected by Change 2, 3, and 4a)
- The Secretary of State for Transport (interests in 02-026, 03-009 and 04-024, affected by change 2, 3 and 4a – the Applicants note that the Book of Reference (REP1-014) identifies these as interests of the

Secretary of State for Defence. It has now been confirmed that these interests are held by the Secretary of State for Transport and the Book of Reference will be updated to reflect this.)

- Blackpool and The Fylde College (interest in plot 02-025 – this plot would be removed by Change 3)
- Fylde Borough Council (interest in plot 04-015, 04-016, 04-017, 04-018, 04-019 Change 4b)
- Lytham Town Trust Limited (interests in 04-007, 04-013, 04-014, 04-015, 04-016, 04-017, 04-018 and 04-019 affected by Change 4b and 4c)
- Jones Homes (Lancashire) Limited (interests in 04-017, 04-018 and 04-019 affected by Change 4b)
- Colin William Bradley (interests in 05-005, 05-006, 05-007, 05-008 and 05-014A affected by Change 4c)

*Statutory Undertakers:*

- Cadent Gas Limited (interests in 02-025, 02-026, 02-027, 02-028, affected by Change 3 and 4c)
- National Grid Electricity Transmission PLC (interests in 05-071A affected by Change 1c)
- United Utilities Water Limited (interests in 02-025, 02-026, 02-027, 02-028, 04-015, 04-016, 04-017, 04-018, 04-024, 05-004, 05-043, 05-044, 05-054, 05-057, 05-059, 05-061, 05-062, 05-063, 05-065, 05-066, 05-067, 05-069B, 05-070A affected by Change 1a, 1b, 1c, 3, 4a, 4b and 4c)

The Applicants note that a number of other statutory undertakers whose apparatus will be protected by protective provisions included within Schedule 10 (either Part 1 – Protection of electricity, gas, water and sewerage undertakers or Part 2 – Protection for operators of electronic communications code networks) have interests in various plots affected by the Change Request. However, these parties have not made any representations into Examination and the Change Request does not impact the protections already provided by the relevant protective provisions included in the draft DCO (REP3-009).

The Applicants have not included category 3 interests in the notification list. There is no change to the category 3 interests as a result of the Change Request.

**Other Interested Parties**

- Blackpool Airport Operations Limited
- St Anne's Football Club
- Lancashire County Council (as relevant highway authority)
- Fylde Borough Council
- Lytham Town Trust
- Blackpool Borough Council
- Newton with Clifton Parish Council
- Freckleton Parish Council
- Natural England
- Environment Agency
- The Civil Aviation Authority



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- Lancashire Police and Crime Commissioner
  - North West Ambulance Service NHS Trust Lancashire Fire and Rescue Service