

**Application by Morgan Offshore Wind Limited and Morecambe Offshore Windfarm Limited
("Applicants") for development consent for the Morgan and Morecambe Offshore Wind Farms
Transmission Assets (the "Project")**

Summary of Oral Submissions made by Blackpool Airport at ISH2, ISH3 and CAH2

ISH2 – 29 & 30 July 2025

1. The Applicants, Blackpool Airport and Blackpool Council agreed a joint statement in advance of CAH2 which was given by Blackpool Airport on the parties' behalf and is set out below:
 - 1.1 The Applicants and Blackpool Airport have continued to engage in detailed discussions and negotiations regarding the works on Blackpool Airport's operational land since issue specific hearing 1 (**ISH1**). As noted by both the Applicants and Blackpool Airport, the Applicants and Blackpool Airport (both Blackpool Airport Operations Limited (**BAOL**) and Blackpool Airport Properties Limited (**BAPL**)) have been negotiating the terms of a Cooperation Agreement for many months to facilitate construction and operation of the Transmission Assets through Blackpool Airport whilst ensuring the continued safe, efficient and uninterrupted operation of the Airport.
 - 1.2 Significant progress has been made on the draft Cooperation Agreement since ISH1, and a final form of agreement has now been reached. The Applicants and Blackpool Airport expect to be able to confirm signature of the Cooperation Agreement over the next week or so.
 - 1.3 Whilst the Cooperation Agreement addresses BAOL's concerns including but not limited to necessary mitigations to maintain uninterrupted operations and bird strike, as outlined in their relevant representation and written representation ([RR-0245] and [REP1-115]). BAOL reserves the right to make fresh representations in relation to:
 - 1.3.1 any new application documents; or
 - 1.3.2 any amendments to existing application documents (such representations to be made only in respect of the new or amended clauses or sections of such documents); or
 - 1.3.3 any new proposals, where those matters may materially prejudice BAOL's licensed operations and functions including but not limited to all flight operations.
 - 1.4 The Applicants, BAPL and Blackpool Council continue engagement on land agreements. Therefore BAPL and Blackpool Council reserve their respective positions in relation to the land rights sought over BAPL and Blackpool Council interests.
2. Notwithstanding the contents of the joint statement, it was noted that the Airport (and Blackpool Council as the Airport's shareholder) will need to comply with their respective governance procedures in order to formally approve execution of the Cooperation Agreement. The

timescales for completing those procedures are not yet finalised but the parties are eager to conclude the Cooperation Agreement at the earliest opportunity.

3. On completion of the Cooperation Agreement it has been agreed that BAOL will withdraw its objection to the Application, subject to its right to make fresh representations on the terms set out in the joint statement above. As noted in the joint statement, both BAPL and Blackpool Council reserve the right to make submissions relating to their respective land interests.
4. Completion of the Cooperation Agreement and BAOL's withdrawal of its objection will not necessitate any further amendments to the dDCO. Amendments have already been made to the dDCO to include BAOL as a consultee in respect of certain requirements.
5. Subject to completion of the Cooperation Agreement, BAOL has no ongoing concerns regarding the impact of the Project on Runway 28.
6. The Examining Authority raised questions in respect of the differences between Warton and Walney Aerodromes (operated by BAE Systems) and Blackpool Airport. In respect of this, the Airport noted that:
 - 6.1 It primarily caters to corporate aircraft traffic, but also hosts five flight training providers and general aviation aircraft. On average, the Airport handles 40,000 movements per annum through its airspace and at the Airport.
 - 6.2 The Airport is also home to a small warbird collection, which involves at least one fast jet which undertakes training activities. The Airport also serves as a training facility for two fractional jet providers.
 - 6.3 The Airport is authorised to handle large corporate aircraft and the National Aviation Security Program (NASP) process. This involves screening of aircraft, passengers and baggage for a ten-ton aircraft operating as public transport.
 - 6.4 The Airport is CAA-regulated and provides up to Category 6 fire cover, and its operational hours are 07:00 to 21:00.

ISH3 – 31 July 2025

7. In respect of Requirement 12, the Airport confirmed that it is comfortable with being a named consultee to this requirement. The Applicants are already consulting with the Airport in respect of the Outline Wildlife Hazard Management Plan and how this fits into the Airport's existing Wildlife Hazard Management Plan. Being a named consultee will afford the Airport sufficient opportunity to raise any safeguarding concerns as part of preparation of the Ecological Management Plan and the discharge of Requirement 12.

CAH2 – 1 August 2025

8. In respect of compulsory acquisition matters, the Airport confirms that the Cooperation Agreement discussed during ISH1 and ISH2 is not a land agreement and does not secure land rights for the Applicants (its focus being on operational impacts on the Airport and associated

mitigations). Land rights negotiations are being carried out separately by Peter Roberts of DWD on behalf of both Blackpool Airport and Blackpool Council.

9. The Applicants, Blackpool Airport and Blackpool Council agreed a joint statement in advance of CAH2, which was given by Blackpool Council on the parties' behalf and is set out below:

- 9.1 The Applicants, Council and Airport have been in dialogue, and an onsite meeting took place on 1 May 2025 between Mr Peter Roberts, for the Council and Airport, and Mr O'Brian and Ms Jones for the Applicants.
- 9.2 Initial heads of terms were issued to the Airport and the Council in 2024 and whilst discussions have taken place, the focus has been on the Airport's Cooperation Agreement which is the precursor to the land agreements.
- 9.3 Mr Peter Roberts provided a detailed response in writing to the draft terms on 3 May 2025 which were passed to Dalcour Maclaren who replied during this week. As an agreed position has been reached on the Cooperation Agreement, it is intended for Dalcour Maclaren and Mr Roberts to arrange a further meeting to discuss those heads of terms.