

Interested Party Ref No: 20053062

I attended the Issue Specific Hearing 4 on 7th and 8th October and Compulsory Acquisition Hearing held on 9th October, either in person or online.

The following are my comments in respect of these:-

1. Once more these Hearings highlighted the general lack of engagement by the applicants with local residents and stakeholders. The information provided was unclear from the outset at the public consultations and does not appear to have improved since. Fylde BC raised concerns at the hearing about the volume of material being submitted at this late stage of the process.
2. In relation to the proposed substations between Newton and Freckleton, yet again the applicants stated that they are unable to provide renderings of the substations, The images shown at the Hearings were still inadequate and I felt did not give a true representation of what can be expected. We still have no idea of the visual impact as we have no idea of the height of the substations and whether Morgan is to be built on top of or into the slope down to the Dow Brook. The Morecambe substation will impact heavily on properties on Lower Lane, e.g. [REDACTED], and these residents still have no idea of what is proposed.
3. There is still a lack of agreement between BaE Systems and M & M with regard to bird movements / bird strikes. Living in Freckleton village this is obviously of great concern. I also understand from the hearings that Blackpool Airport Properties Limited still have outstanding issues yet to be resolved at this late stage.
4. The bridleway in Freckleton (Eeka Lane) was recently used for access for the ground investigation works and as a result the bridleway was damaged. I understand that the bridleway will have to be diverted in part to enable construction of the Morgan substation. As this access is also proposed to be used as access for the Bluefield Solar Farm (Fylde Borough Council Planning Application Number 24/0541) my concern is that this bridleway will be so damaged that it will be unable to be used in the future as it is today, especially by horse riders – it is one of the few remaining off road routes in the area.
5. The cumulative effect on Lower Lane and Eeka Lane of the M&M proposals together with the Bluefield Solar Farm (mentioned above) which could all run at the same time would be unacceptable. We now also have the possibility of a further project, Mooir Vannin, with yet more disruption across the Fylde for an additional number of years.
6. I remain strongly opposed to the project, particularly in relation to the fact that the applicant has failed to explore the alternative option at The Hillhouse Technology Local Enterprise Zone, although I was pleased to hear that the Planning Inspectors made an unaccompanied visit to sites on the alternative route.