

Application by Morgan Offshore Wind Limited and Morecambe Offshore Windfarm Limited (the “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 CAH3 (9 October 2025)

1. [REDACTED] of DWD spoke at CAH3 in relation to land matters on behalf of both the Airport (specifically Blackpool Airport Properties Limited (“BAPL”)) and Blackpool Borough Council (“BBC”).
2. In respect of the land lying within the Airport, [REDACTED] highlighted BBC’s aspirations to develop a solar farm on part of this land. [REDACTED] noted that the Applicants’ draft heads of terms for a Land Agreement present a position which is inconsistent with matters agreed with the Airport in the Cooperation Agreement. This has the effect of sterilising the land, thus preventing delivery of the solar farm. BAPL supports BBC’s desire to ensure that the Project and the proposed solar farm can co-exist, a principle which the Applicants have also endorsed previously.
3. During CAH3 the Applicants indicated that draft heads of terms had been in circulation for nearly a year and that comments were awaited from BAPL and BBC. Mr Roberts confirmed this was not the case, and that comments had been provided, and responded to by the Applicants’ agents (Dalcour Maclaren).
4. [REDACTED] confirmed BAPL’s position is that if a Land Agreement is entered into, then the Applicants should not also reserve the right to exercise compulsory acquisition powers – noting the impact of this on, amongst other matters, Airport operations.
5. [REDACTED] was invited by the Examining Authority to provide further written submissions regarding the draft heads of terms, and a timeline of engagement with the Applicants to date. These are the subject of a separate D6 submission, and provide more detail on the matters outlined above.
6. Separately, [REDACTED] of DWF noted on behalf of BAPL the recent completion of the Cooperation Agreement, and the good progress that had been made in respect of that. [REDACTED] explained that the Airport’s hope had been that the Land Agreement would follow shortly afterwards, to sit back-to-back with the Cooperation Agreement and to reflect the principle of co-existence between the Project and the proposed solar farm at the Airport. The Airport is disappointed that during the period of the Examination, and whilst the Cooperation Agreement was being negotiated, there has been a lack of equivalent progress on the Land Agreement. [REDACTED] reiterated that the Land Agreement is an essential component of the overall mitigation picture for the Airport, and its hope that the Land Agreement can be progressed in the weeks following CAH3.