

[REDACTED]

From: Rosaleen Forsey [REDACTED]
Sent: 13 April 2026 22:41
To: Morgan and Morecambe OWFTA
Cc: Morgan and Morecambe OWFTA
Subject: Response to 12th March 2026 request for info Ref: EN020032 from Int Party No: [REDACTED]

Date: Mon 13th April

Your Ref: EN020032

My Ref: Interested Party Ref number: [REDACTED]

To:

SoS DESNZ c/o John Wheadon
3 Whitehall Place
LONDON
SW1A 2AW

By email

Dear Secretary of State

Response to 12 March 2026 request for information.

Introduction

This is a response to the Secretary of State's 12 March 2026 document and request for further information. From local resident Ros Forsey [REDACTED], founder member of the, 'Fylde Says No Campaign', and regular attendee at all related consultation hearings.

Members of, 'Fylde Says No', have attended all of the consultation hearings related to this application and we have carried out a number of public information and street consultation events, leafleted door to door and held street and beach protests. We continue to meet regularly to monitor the progress of this application and to reach out to local residents, many of whom are still unaware of this application.

Whilst I welcome the extension of the deadline for the SOS decision regarding this application, I believe that the new deadline of 14th May 2026, is by no means realistic for the numerous and seemingly ever increasing list of matters still outstanding, to be properly and robustly interrogated and resolved. On this basis alone I believe that this application should be rejected. As the developers of the Morgan offshore aspect of this application have also withdrawn their financial backing and support, and this has apparently not initiated a simple change from one partner investor to another, but rather left a considerable time gap, with seemingly no replacement investor in sight. I'm at a loss

to understand how this highly unusual situation can now lend itself to any realistic decision from the SOS to proceed. This application can no longer be clearly and fairly mapped to the consultation, as we are now being faced with an entirely different project altogether and one that becomes all the more different as the days pass and this time gap grows wider.

In addition to the above and in relation to the relevant paragraphs of the SOS document my 5 key objections and comments by way of response to this doc are:

Ongoing unmitigated birdstrike risks.

The chosen route for the cables running from the Morecambe Bay offshore windfarm to the National Grid at Penwortham will pass close to both Blackpool Airport and BAE Warton Aerodrome. From day one of the ExA consultations led the issue of increased risk of bird strikes on planes and jets using both of these flight centres has been raised by various residents, groups and local representatives. Throughout the process these concerns were routinely dismissed in the most cavalier fashion, even to the point where it was suggested by representatives of the Applicant, M&M, that concerned residents raising the matter were using 'overly emotional language' and exaggerating when sharing their concerns and fears. What an unprecedented and strange way to respond to people asking questions relating to serious potential risks to their own and their family's lives. This did however serve to give attendees a flavour, very early on, of the tone the consultations were likely to take when addressing and communicating with local people and stakeholders and we were not disappointed in that respect. Apparently an agreement of some sort has now been made with Blackpool Airport in relation to this birdstrike risk but we are not privy as to what that might be as it is covered by a NDA. I am not alone in believing that it should not be permitted for the outcomes of negotiations of this serious nature where risk to life is a key factor, to be hidden behind NDAs. We can be forgiven for interpreting this as an ongoing lack of respect for local people and concern for their safety. As regards Warton Aerodrome, a different more transparent scenario seems to have unfolded there with representatives from BAE Warton repeatedly stating during the consultation and in local media interviews that the substantial risk of bird strikes on aircraft using Warton Aerodrome cannot be mitigated. Kier Starmer visited Warton Aerodrome in a hail of publicity on Tuesday 28th October 2025, not to discuss these serious issues as one might imagine, but to announce the signing of an £8 billion deal with Turkey, signed the day before to provide them with 20 Euro fighter Typhoon jets, with the first jets due to be delivered in 2030, with an option for more in the future. The building and testing of these jets will clearly coincide with the proposed cable work, should this project go ahead. In this scenario the existing possibility of a serious birdstrike on a high velocity jet along the Fylde would be further and dramatically increased. I don't need to be an aviation expert to know that such an occurrence would be no small matter, as it would cause a very serious, major 'accident', involving widespread destruction and loss of life. This project can surely not morally, ethically or legally be given approval whilst this stalemate exists?

Lack of Equality Impact Assessments

As far as we are aware from having attended the hearings and asked many questions there, no EqIA has been carried out with regard to this proposed cable work. The most obvious and blatant omission in this regard being a lack of an EqIA to determine what the owners anticipate to be a devastating impact on the considerable numbers of disabled children and adults who currently enjoy horse riding facilities at Wrea Green Equestrian Centre. The owners of the centre, established in 1981 as an accredited Rider Accessibility Mark Centre specialising in tailored lessons for riders of all abilities, particularly those connected to the 'Riding for the Disabled Association' and 'Seaside Venture group', are most definite in their verdict that in the event of this project gaining approval Wrea Green would undoubtedly be forced to close. According to [Riding for the Disabled Association \(RDA\)](#) disabled people enjoy horse riding because it offers a unique combination of physical freedom, emotional connection, and a sense of achievement that is often hard to find in other activities. The

RDA testify that 80% of disabled riders see physical improvements within just 12 weeks. What will become of the disabled riders who currently use Wrea Green RC, with the closest alternative being some 55 miles away in Knutsford, Cheshire? As repeatedly suggested, requested and ultimately, in some desperation, demanded during the consultation ... an EqlA needs to be carried out with regard to Wrea Green, with the utmost urgency before any decision can be made re this proposed cable project.

In addition, we know from the Office for National Statistics that there are a disproportionate number of older people living along the Fylde coast, particularly within the Borough of Fylde, which has one of the highest median ages in the North West of England. Data indicates the area has a population structure significantly older than the national average. As of the 2021 census, 28.4% of Fylde's population (approx. 24,000 people) were aged 65 years or older. This is much higher than the 18.7% average across England. There is a steadily rising average age and between 2011 and 2021, the median age in Fylde increased from 47 to 50 years. By 2024, estimates suggest the median age to have reached 51.9, which is over 11 years older than the UK average. The 65+ population in the district is projected to grow by 56.5% between 2018 and 2043. An EqlA also needs to be carried out as regards this group because what these figures indicate is that older people as a protected group, (under the Equality Act 2010), will be disproportionately affected in terms of the disruption to Fylde infrastructure, including public transport, public roads and highways, (on pages 10-11 of the SOS doc it states that GTC Pipelines, Network Rail and NGET have withdrawn their objections, but I cannot find any evidence to support this claim). It's clear that this 11 year project, will particularly impact on those within the age groups mentioned here, residents who already experience disproportionate levels of social isolation and poverty, and are therefore at increased risk of loneliness and poor eating habits resulting in ill health and disability. Any reduced access to reliable and timely public transport will impact their access to local amenities including the targeted support services available to them along the Fylde coast. These include healthcare support, social and educational opportunities and shopping and banking options, thus along with the proposed closure of Starr Gate beach for up to 3 years, rendering many older people, particularly those with disabilities, little choice, but to live as virtual prisoners in their homes on a filthy, noisy building site for 11 years. Make no mistake that for many of this age group, this outcome would mean they would be destined, should this application be approved, to end their days trapped in this way.

ExA Consultation Hearings - unfit for purpose

I think it's fair to say that along with myself, 'Fylde Says No' and everyone who attended any of the ExA hearings during 2025 found the whole procedure wholly inadequate, with venues being chosen in far flung often inaccessible places situated nowhere near the suggested locations for the proposed cable work. Advertising was minimal and those who did manage to attend largely did so as a result of information that was shared by word of mouth. There were no leaflet drops to local homes, no signs or billboards in public places, no adverts on local TV or radio, no loudspeaker vans touring the area sharing information about these potentially hugely important consultations. Nothing. Those of us who did manage to find our way along to these events were then left with questions unanswered, requests for information ignored and matters of concern repeatedly overridden. These 'consultations' were unfit for purpose.

Proposed Substation Location and related 'consultation'

The consultation inadequacy outlined above was not least demonstrated in relation to the location of the proposed substations in Freckleton. These substations are proposed to be built unusually close to residential and other properties and stakeholders have been apparently requesting renderings and/or photomontages since 2023 to evidence the visual impact of on them. These have never been provided, despite assurances during the hearings that they would be! It was therefore not possible to assess whether any of the proposed screening mentioned for

example, would actually screen the substations from local homes at all. When photographs and mock up models were requested, as they repeatedly were, with local residents even offering their own funds to cover the cost, still nothing appeared. This situation continued until a sudden rushed release of a huge number of inadequate AI photos which were shared with Interested Parties by the applicant a few weeks ago, (presumably at the request of the SOS, with the absence of these being so blatantly obvious with them having been mentioned so often during the hearings but not having appeared!). In the event these were, true to the poor form we have grown accustomed to with the Applicants, wholly inadequate, and of absolutely no help to those living in the vicinity. They did not represent a real life view of anything at all. The term 'shabby' comes to mind I'm afraid!

In addition to the above 4 key arrears of concern I'd like to mention one last issue that directly impacts me and my home:

Flood Risk

The Applicants have already caused flooding and damage to land drains during their preliminary investigations on two separate occasions so their track record in this regard is already questionable. The hugely increased flood risk resulting from tunnelling under the Sand Dunes at Starr Gate Beach [REDACTED] will undermine any possibility of local residents being able to access adequate affordable flood protection insurance cover going forwards thus destining them/us to live in a state of heightened anxiety for evermore awaiting the loss of all we own to the sea.

Conclusion

All these matters I believe not only render these consultations unfit for purpose but expose this proposal as unviable.

At the very least, given the number of issues still outstanding with regard to this application, alongside the already mentioned fact that one of the key partners has withdrawn and not been replaced, surely, if this chaotic cable route project IS to be pursued, a new, widely advertised, resident friendly consultation should be set up as soon as possible during 2026 to enable a genuine, user friendly, balanced, ethical and up to date consultation to take place. This needs to happen prior to any further decisions pertaining to this application being considered.

As the situation currently stands I believe the SOS has no option but to reject the current application.

**Sincerely
Ros Forsey
(Fylde Says No)**

[REDACTED]

Interested Party Ref number: [REDACTED]