

Outer Dowsing Offshore Wind

Outline Public Access Management Plan

Date: June 2023

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Rev No.	Date	Status/Reason for Issue	Author	Checked by	Reviewed by	Approved by
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Abbreviations

Acronym	Expanded name
BOAT	Byway open to all traffic
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
LCC	Lincolnshire County Council
ODOW	Outer Dowsing Offshore Wind
MHWS	Mean High Water Spring
OnSS	Onshore Substation
OWF	Offshore Wind Farm
PAMP	Public Access Management Plan
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
TCC	Temporary Construction Compound
TJB	Transition Jointing Bay
WCH	Walking, Cycling and horse rider

Terminology

Term	Definition
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) from the Secretary of State (SoS) for Department for Energy Security and Net Zero (DESNZ).
Environmental Statement (ES)	The suite of documents that detail the processes and results of the Environmental Impact Assessment (EIA).
Haul Road	The track within the onshore ECC which the construction traffic would use to facilitate construction.
Impact	An impact to the receiving environment is defined as any change to its baseline condition, either adverse or beneficial.
Landfall	The location at the land-sea interface where the offshore export cable will come ashore.
Mitigation	Mitigation measures, or commitments, are commitments made by the Project to reduce and/or eliminate the potential for significant effects to arise as a result of the Project. Mitigation measures can be embedded (part of the project design) or secondarily added to reduce impacts in the case of potentially significant effects.
Onshore Export Cable Corridor (ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which the export cable running from the landfall to the onshore substation will be situated.
Onshore Infrastructure	The combined name for all onshore infrastructure associated with the Project from landfall to grid connection.

Term	Definition
Onshore substation (OnSS)	The Project's onshore substation, containing electrical equipment to enable connection to the National Grid.
PEIR Boundary	The PEIR Boundary is outlined in Figure 3.1 of Volume 1, Chapter 3: Project Description and comprises the extent of the land and/or seabed for which the PEIR assessments are based upon.
Preliminary Environmental Information Report (PEIR)	The PEIR is written in the style of a draft Environmental Statement (ES) and provides information to support and inform the statutory consultation process in the pre-application phase. Following that consultation, the PEIR documentation will be updated to produce the Project's ES that will accompany the application for the Development Consent Order (DCO).
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO. The Applicant is GT R4 Limited (a joint venture between Corio Generation, TotalEnergies and Gulf Energy Development (GULF)), trading as Outer Dowsing Offshore Wind. The project is being developed by Corio Generation (a wholly owned Green Investment Group portfolio company), TotalEnergies and GULF.
Transition Joint Bay (TJBs)	The offshore and onshore cable circuits are jointed on the landward side of the sea defences/beach in a Transition Joint Bay (TJB). The TJB is an underground chamber constructed of reinforced concrete which provides a secure and stable environment for the cable.

1 Introduction

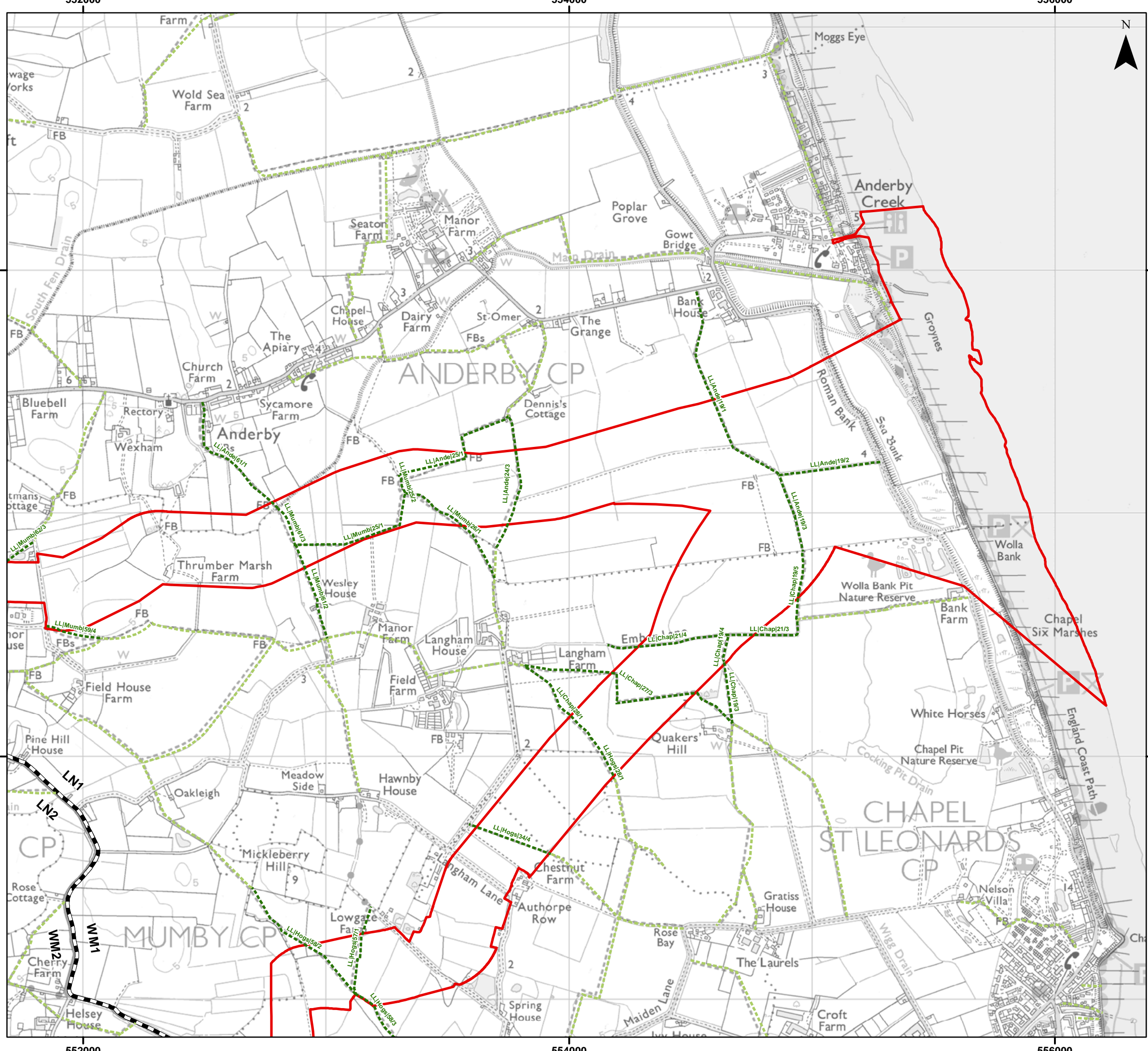
1.1 Purpose of this Outline Public Access Management Plan

- 1.1.1 This Outline Public Access Management Plan (PAMP) is provided as part of the Preliminary Environmental Information Report (PEIR) for Outer Dowsing Offshore Wind (the Project).
- 1.1.2 This is an outline document that, by reference to the assessments reported in the PEIR, sets out the key elements that will be secured in the Final PAMP, which will be submitted to and approved by the relevant planning authority as a requirement of the Development Consent Order (DCO). This Outline PAMP will also be updated as part of the Environmental Statement (ES) for submission with the DCO application.
- 1.1.3 The construction of the Project will interact with a number of walking, cycling and horse rider (WCH) routes within the onshore PEIR boundary. These routes include footpaths, bridleways and byways open to all traffic (BOAT) which are formally designated as Public Rights of Way (PRoW) by Lincolnshire County Council (LCC).
- 1.1.4 This Outline PAMP sets out the approach that will be taken to manage public access to the PRoW and should be read in conjunction with the assessment of the Project construction traffic, which is provided in Volume 1, Chapter 27: Traffic and Transport.
- 1.1.5 The PRoW that this Outline PAMP refers to are shown in Figure 1.1.

1.2 Scope of this Outline Public Access Management Plan

- 1.2.1 For the avoidance of doubt, this Outline PAMP relates to construction and operational traffic associated with the onshore elements of the Project comprising:
- Export cable installation from the landfall location to the transition jointing bays (TJBs) including trenchless crossings;
 - Temporary works associated with the landfall trenchless crossing and TJB excavation;
 - Cable installation along the Onshore Export Cable Corridor (ECC) including jointing bays and potential trenchless crossings;
 - Temporary works associated with the Onshore ECC and Onshore substation (OnSS) including establishment of haul roads and Temporary Construction Compounds (TCCs);
 - Proposed OnSS, and access;
 - Connection to existing National Grid infrastructure;
 - Reinstatement and mitigation works enacted during the construction phase; and
 - Permanent access to the operational OnSS.
- 1.2.2 This document does not relate to construction traffic associated with offshore works seaward of Mean High Water Spring (MHWS), that are principally marine activities. Matters of public access are the exception to this rule, whereby public access on the beach and coastal path that may be affected by landfall works are considered in this Outline PAMP.

- 1.2.3 The final PAMP is intended to be a working document that evolves during the construction period and applies during the construction period and should any permanent diversions be required, during the operation of the Project. The PAMP does not apply to the decommissioning of the Project.



Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way Intersecting with Onshore PEIR Boundary
- Wider Public Right of Way Network

Sources:
Public Right of Way Data Supplied by Lincolnshire County Council



Coordinate System: British National Grid
0 0.45 0.9 km

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Preliminary Environmental Information Report
Public Rights of Way
(All Onshore Route Options)

Figure 1.1.1

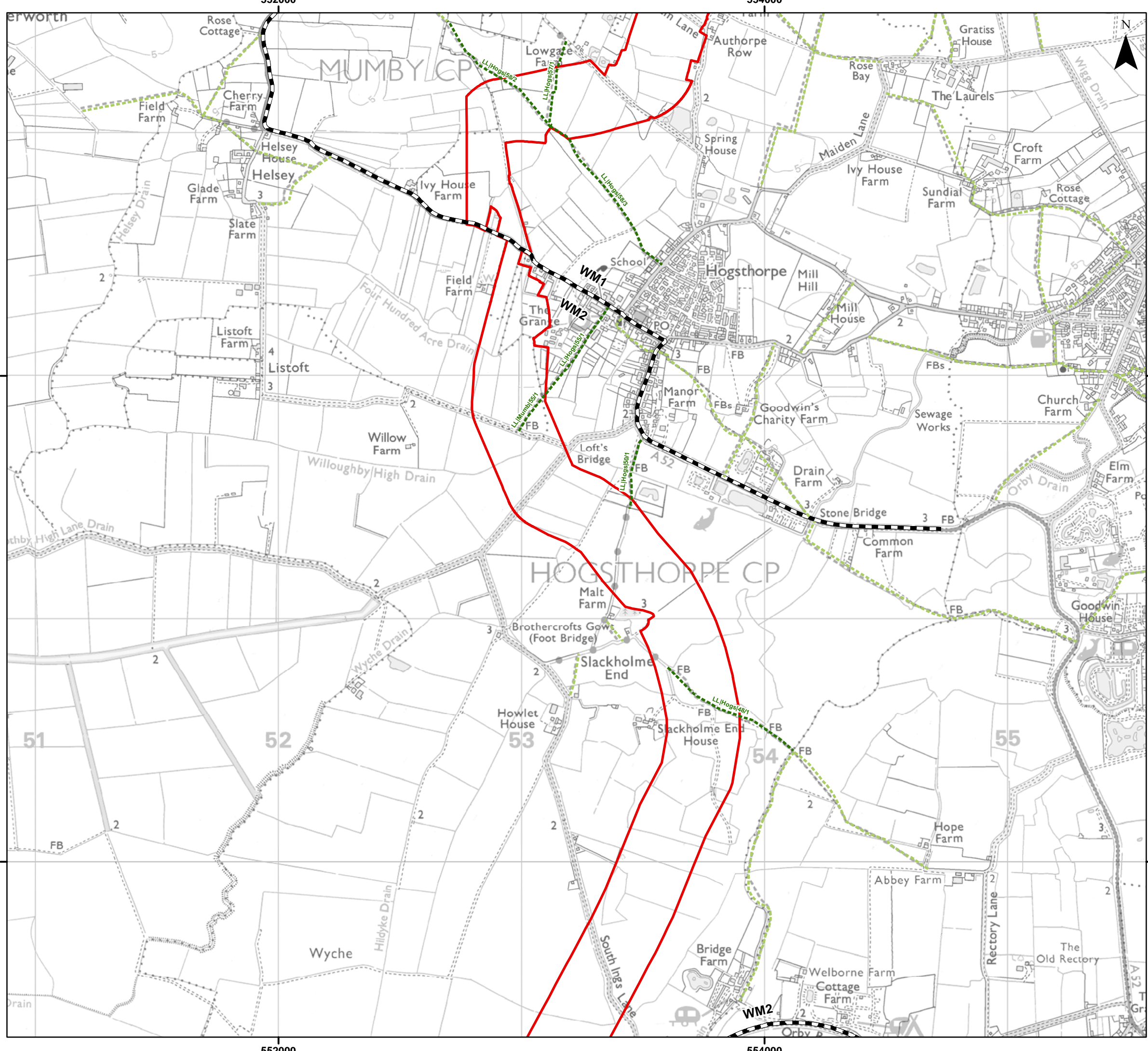


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Legend

- Onshore PEIR Boundary
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 Public Rights of Way
 (All Onshore Route Options)

Figure 1.1.2

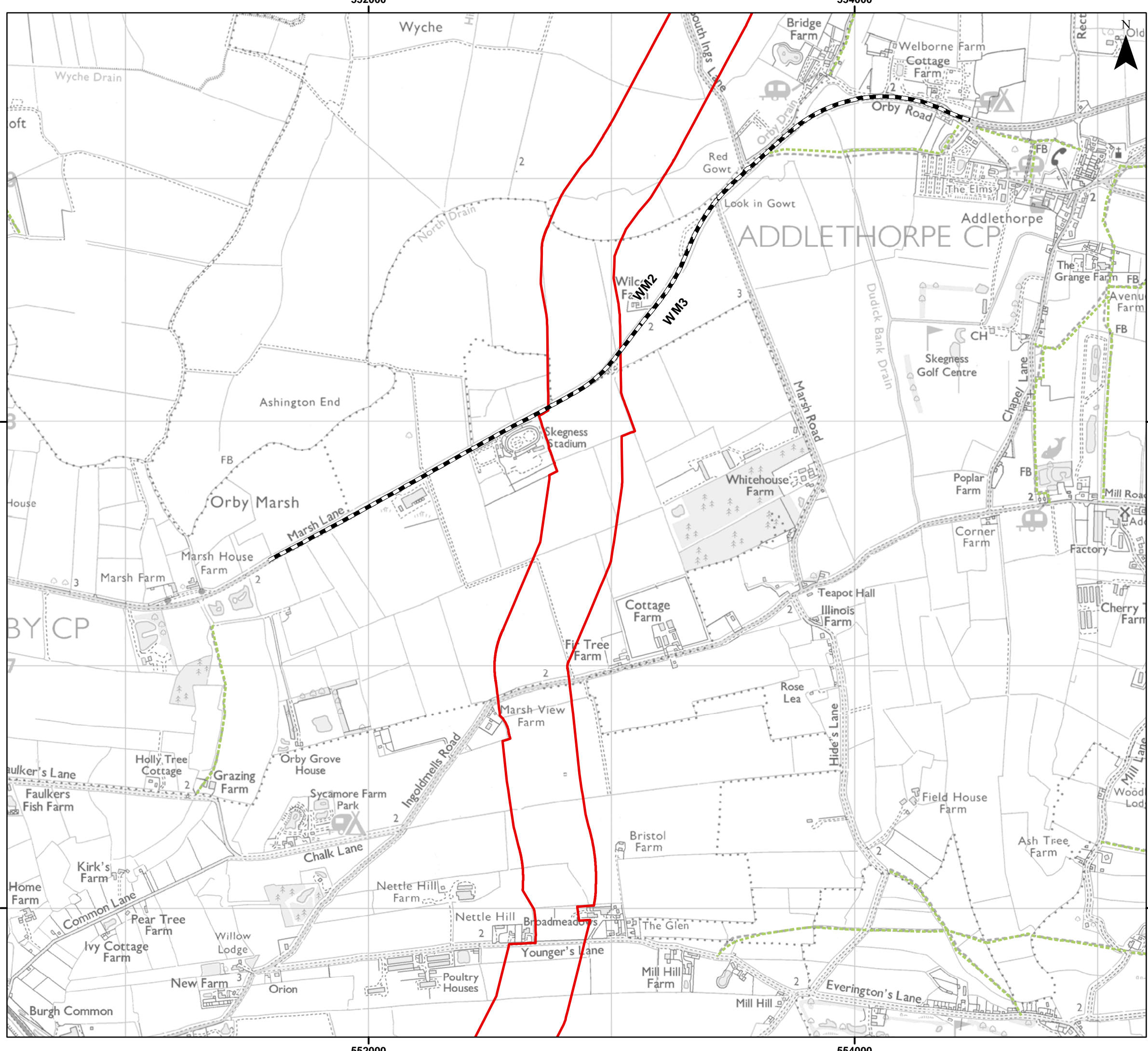


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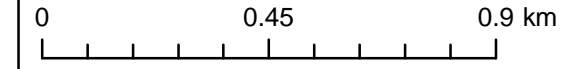


- Legend**
- Onshore PEIR Boundary
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Public Rights of Way
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Figure 1.1.3

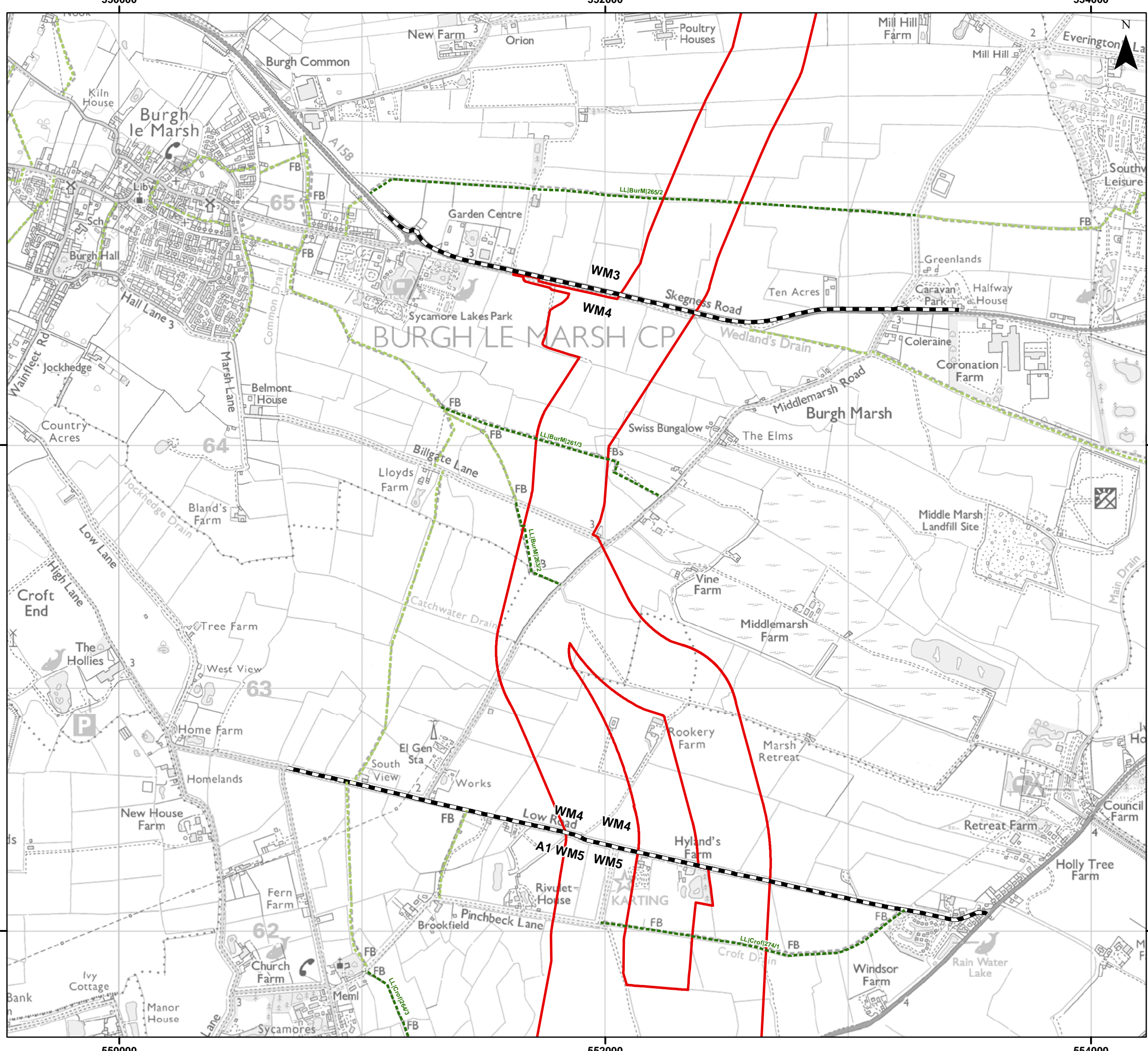


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Legend

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(All Onshore Route Options)

Figure 1.1.4

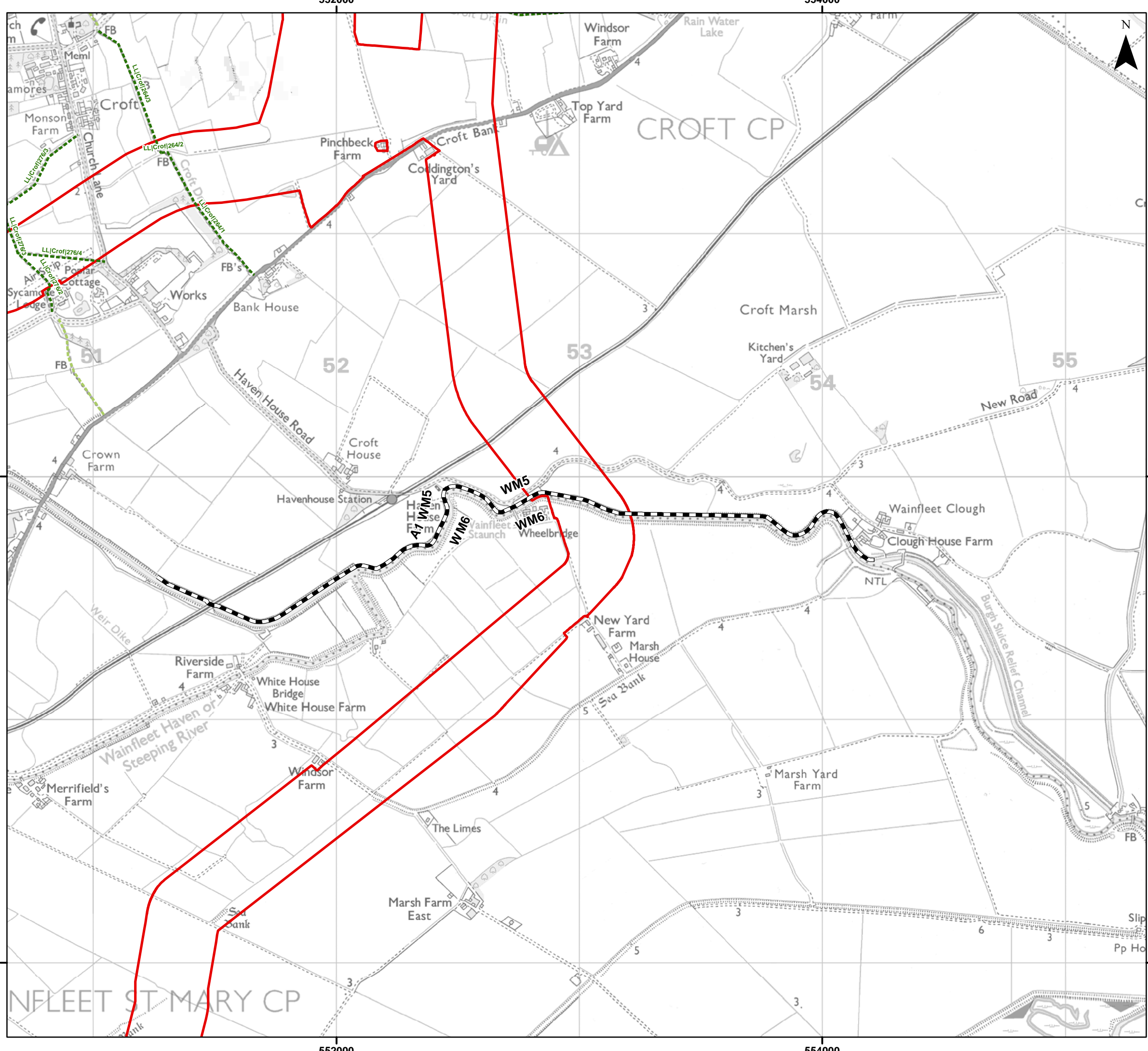




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- Legend**
- Onshore PEIR Boundary
 - Onshore Segment Break
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Public Rights of Way
(All Onshore Route Options)

Figure 1.1.5

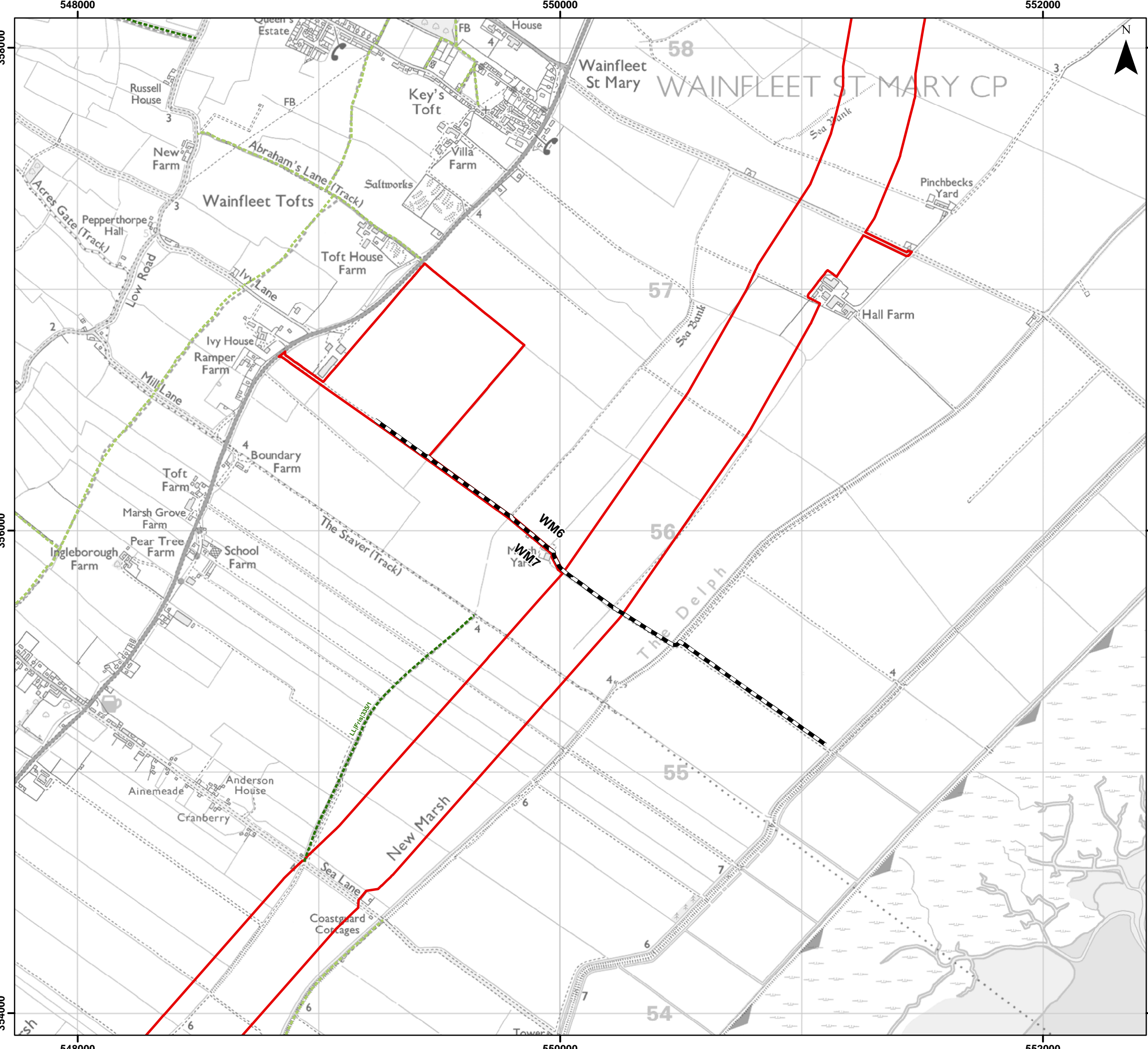


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Legend

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 Public Rights of Way
 (All Onshore Route Options)

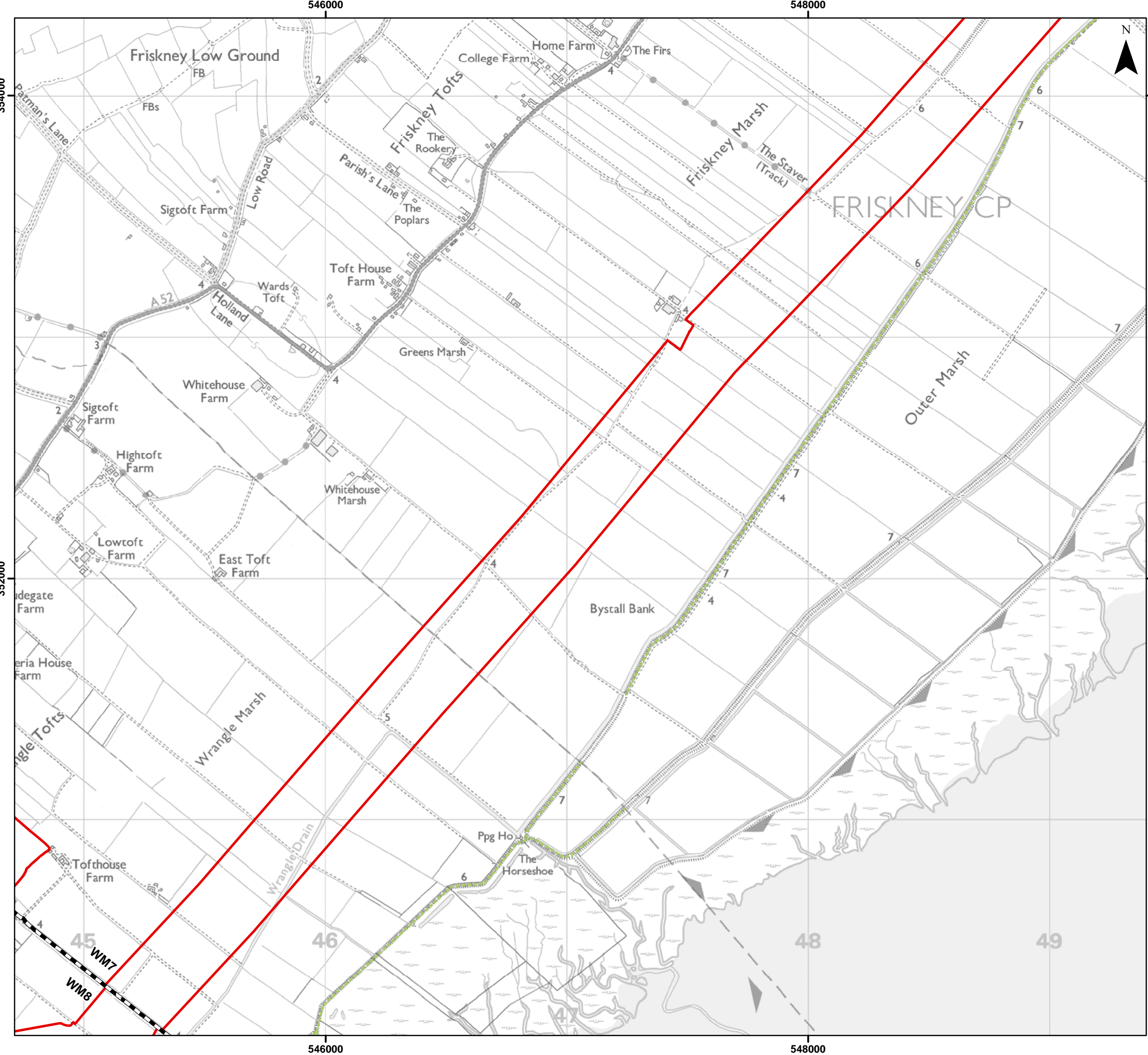
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Legend

- Onshore PEIR Boundary
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Public Rights of Way
(All Onshore Route Options)

Figure 1.1.7

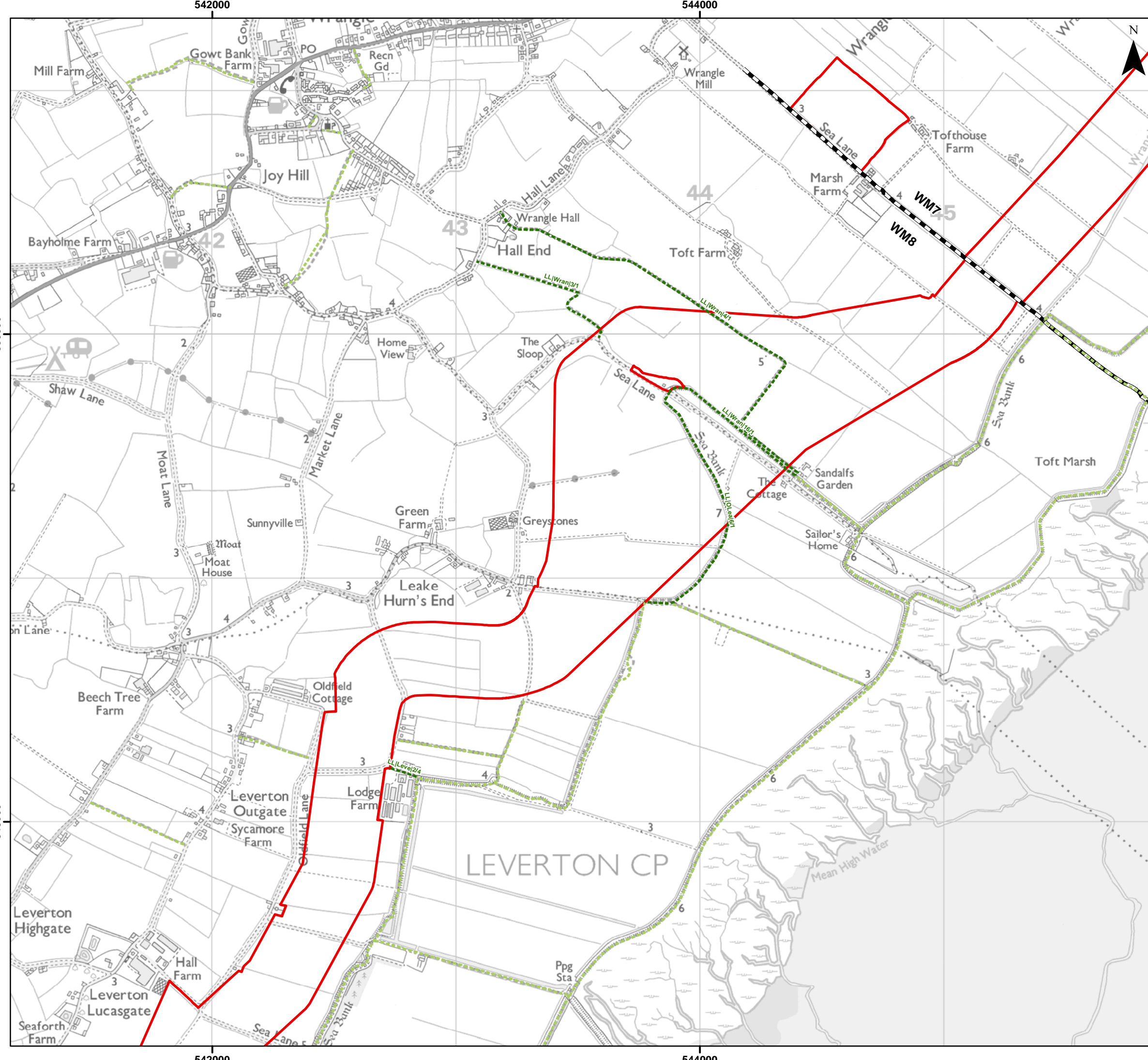


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Legend

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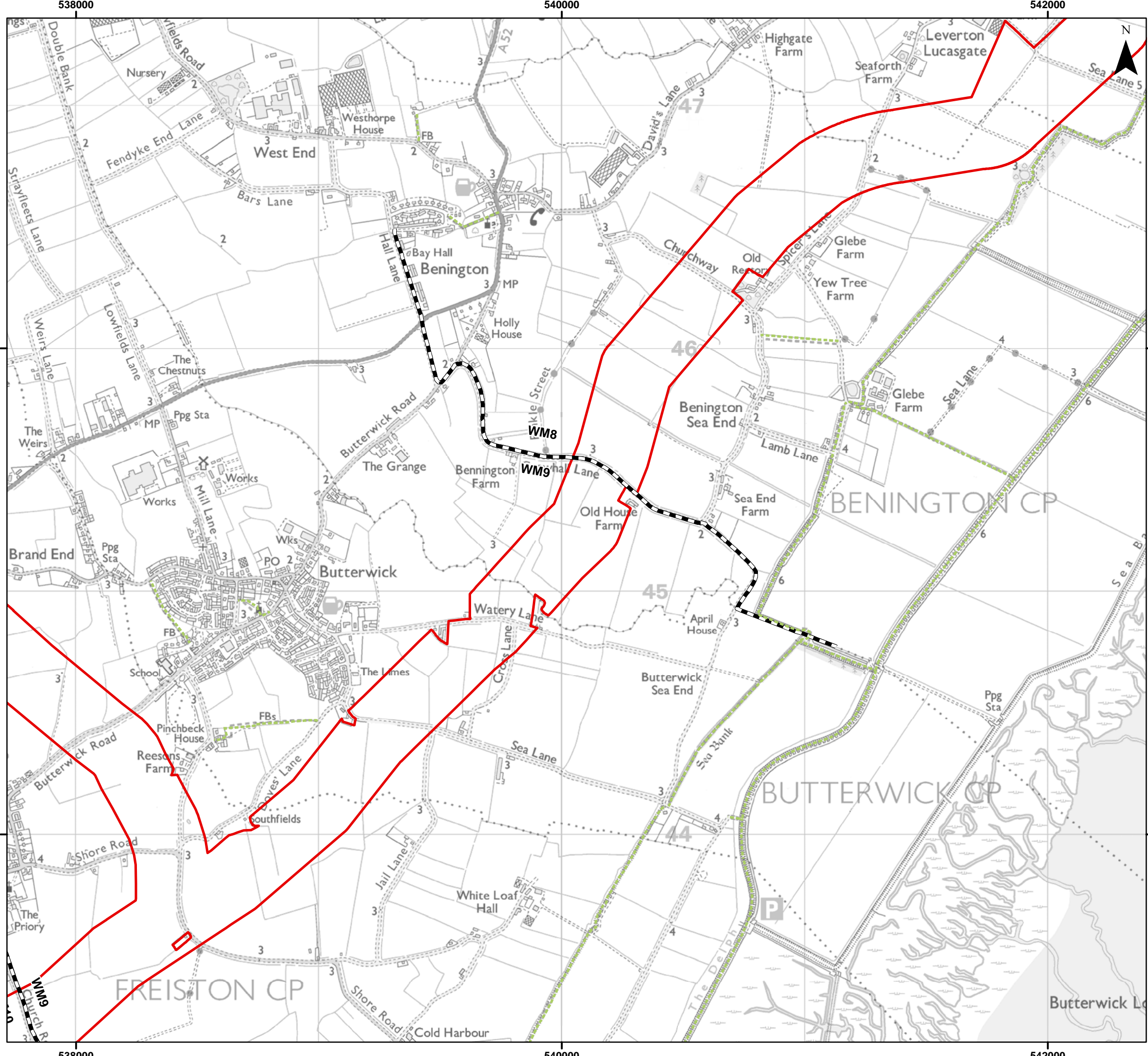
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Figure 1.1.8

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- Legend**
- Onshore PEIR Boundary
 - Onshore Segment Break
 - Wider Public Right of Way Network

Sources:
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Public Rights of Way
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Figure 1.1.9



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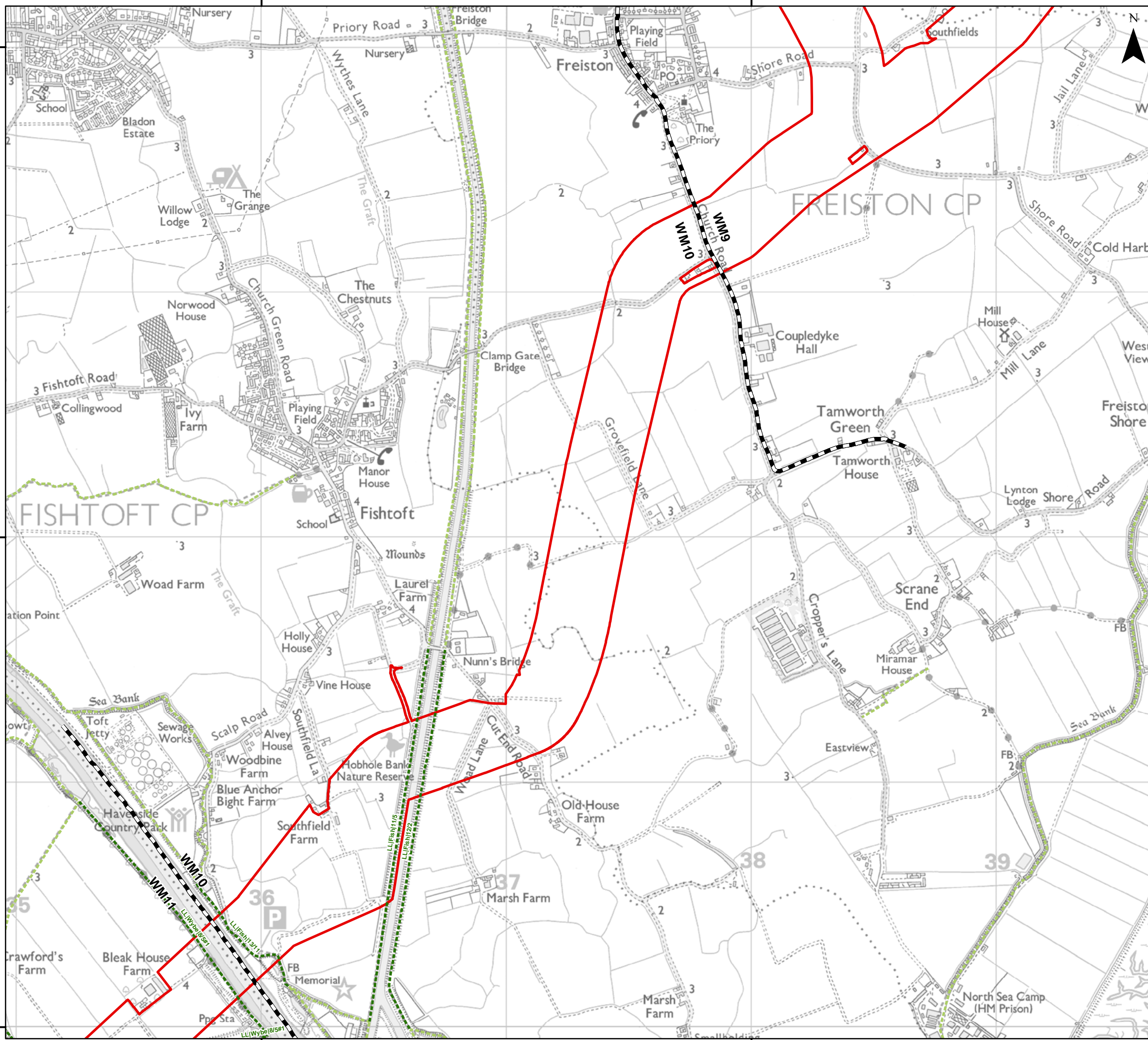
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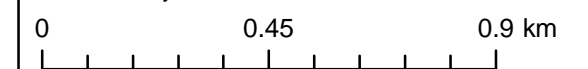
Legend

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Figure 1.1.10

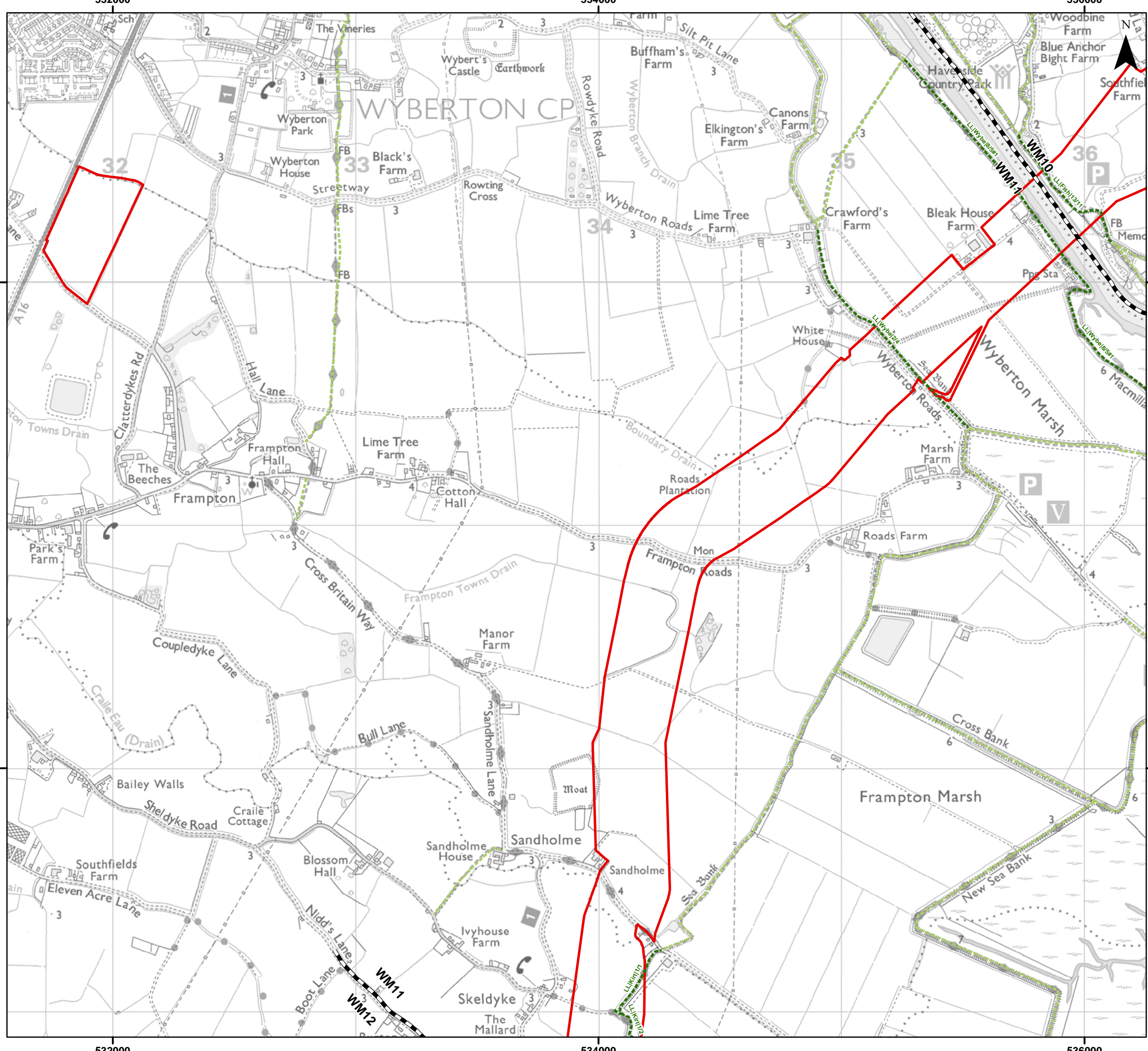


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Figure 1.1.11



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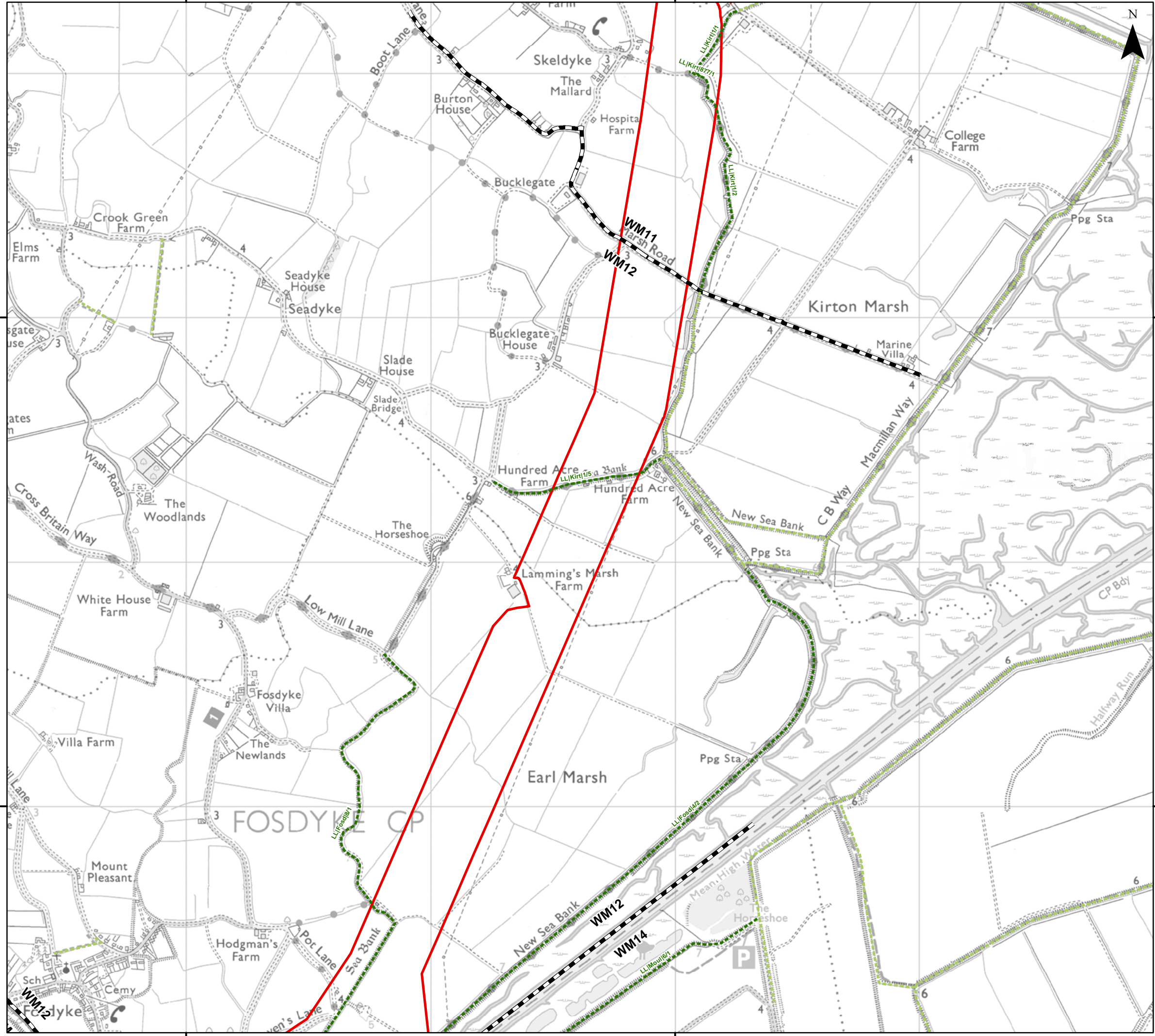


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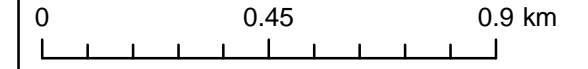
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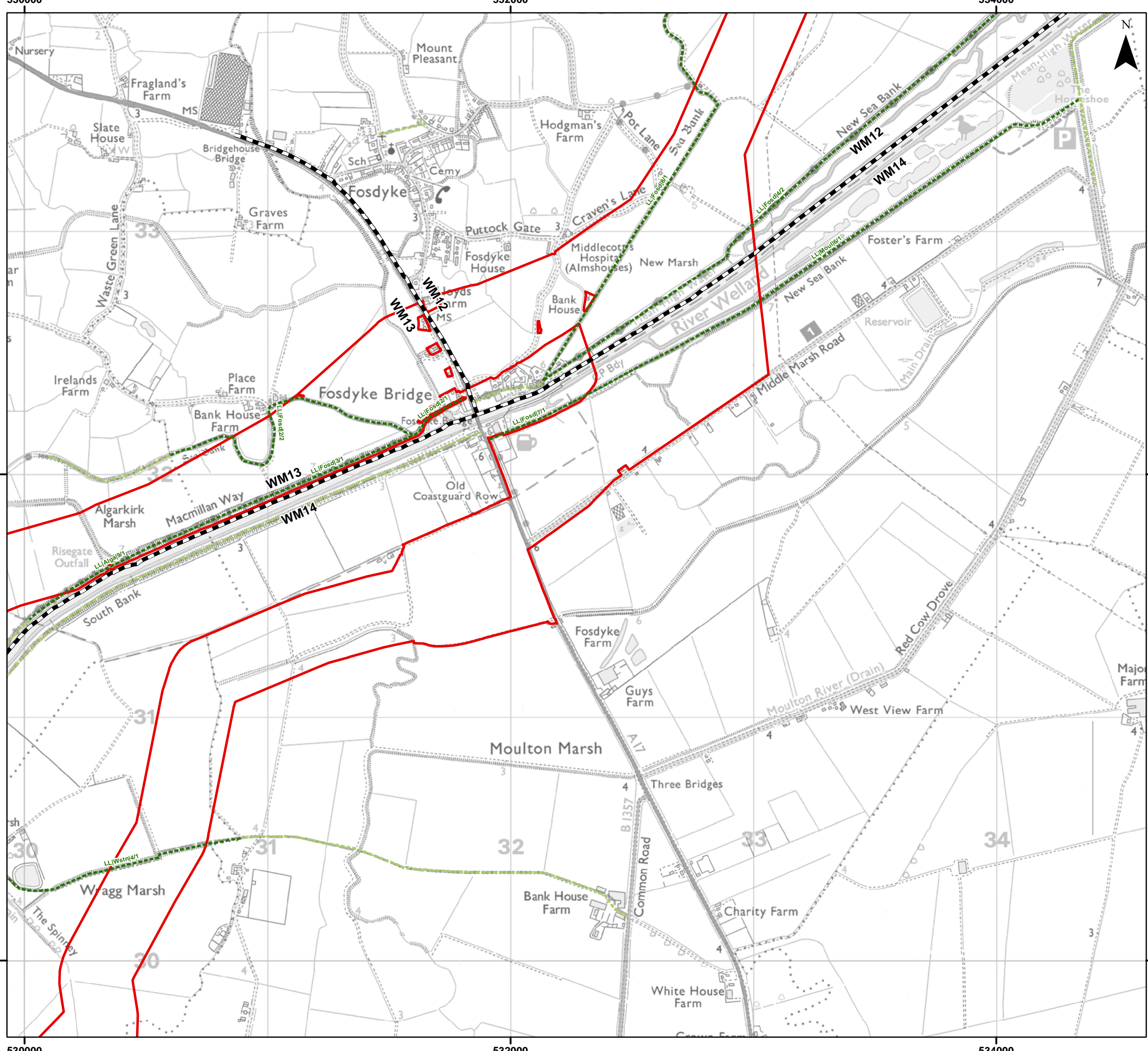
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Legend

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 Public Rights of Way
 (All Onshore Route Options)
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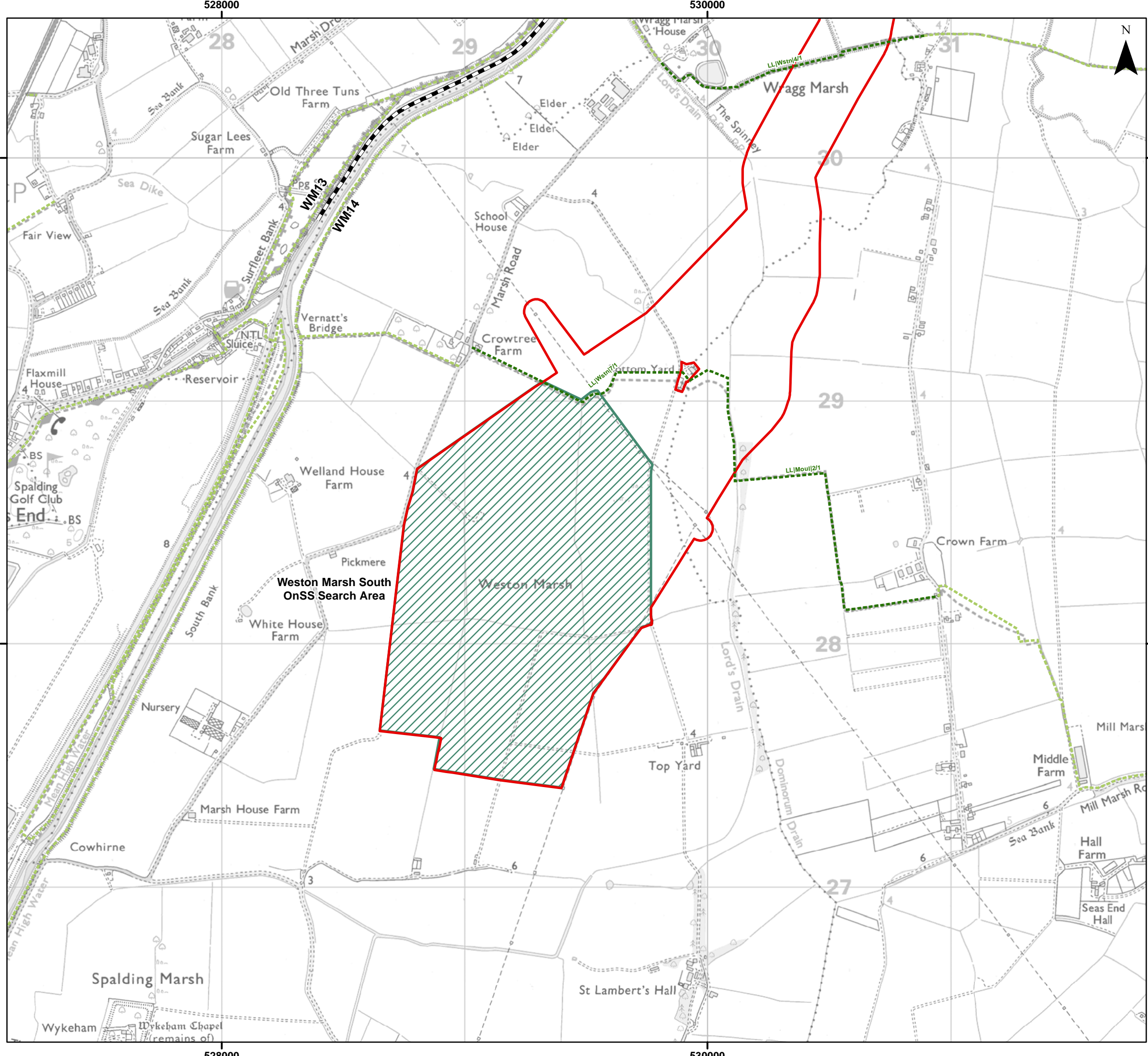




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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Weston Marsh South OnSS Search Area
- Public Right of Way Intersecting with Onshore PEIR Boundary
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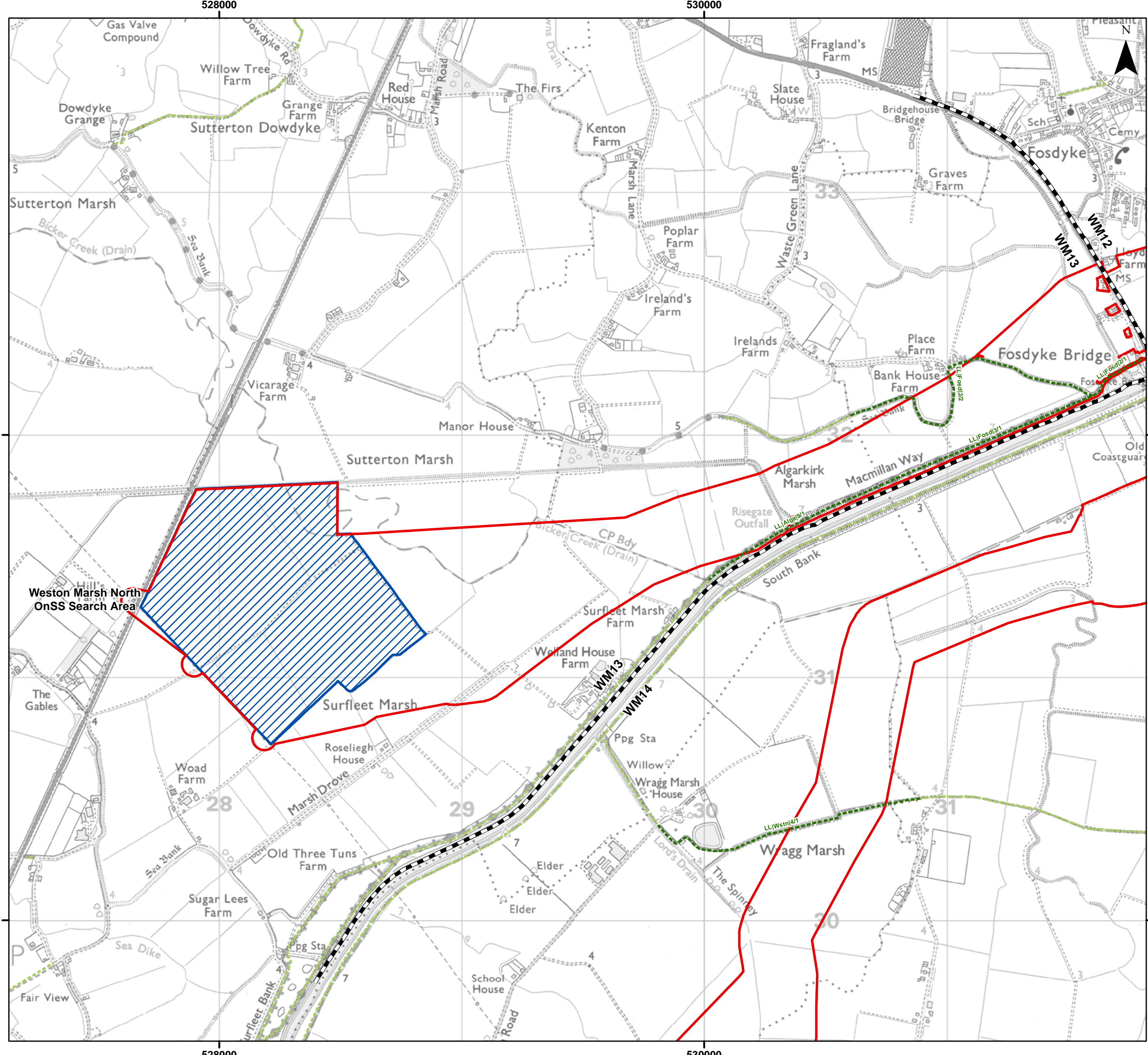
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Legend

- Onshore PEIR Boundary
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Preliminary Environmental Information Report
Public Rights of Way
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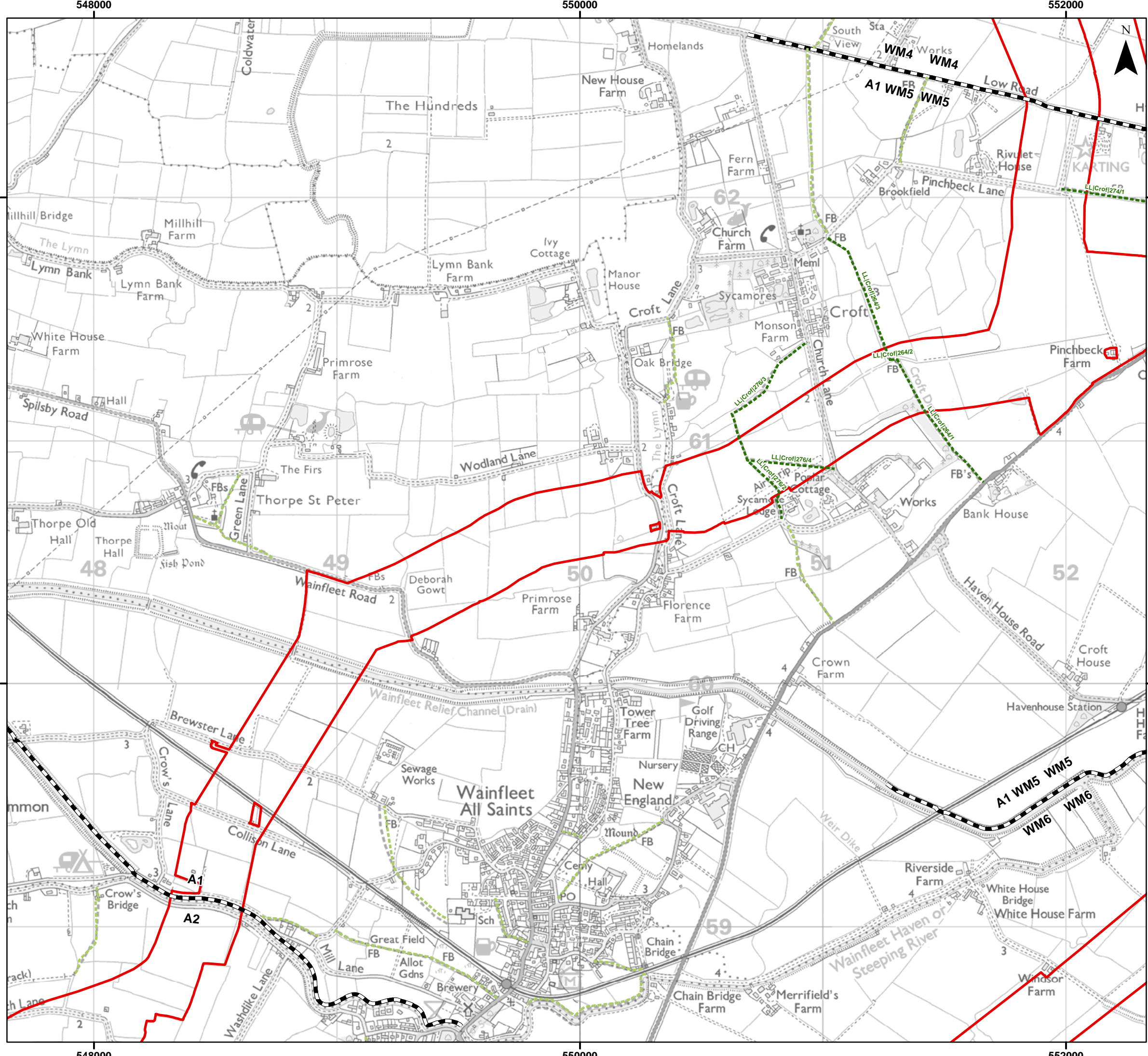
Figure 1.1.15



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- Legend**
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Preliminary Environmental Information Report

Public Rights of Way
(All Onshore Route Options)

Figure 1.1.16

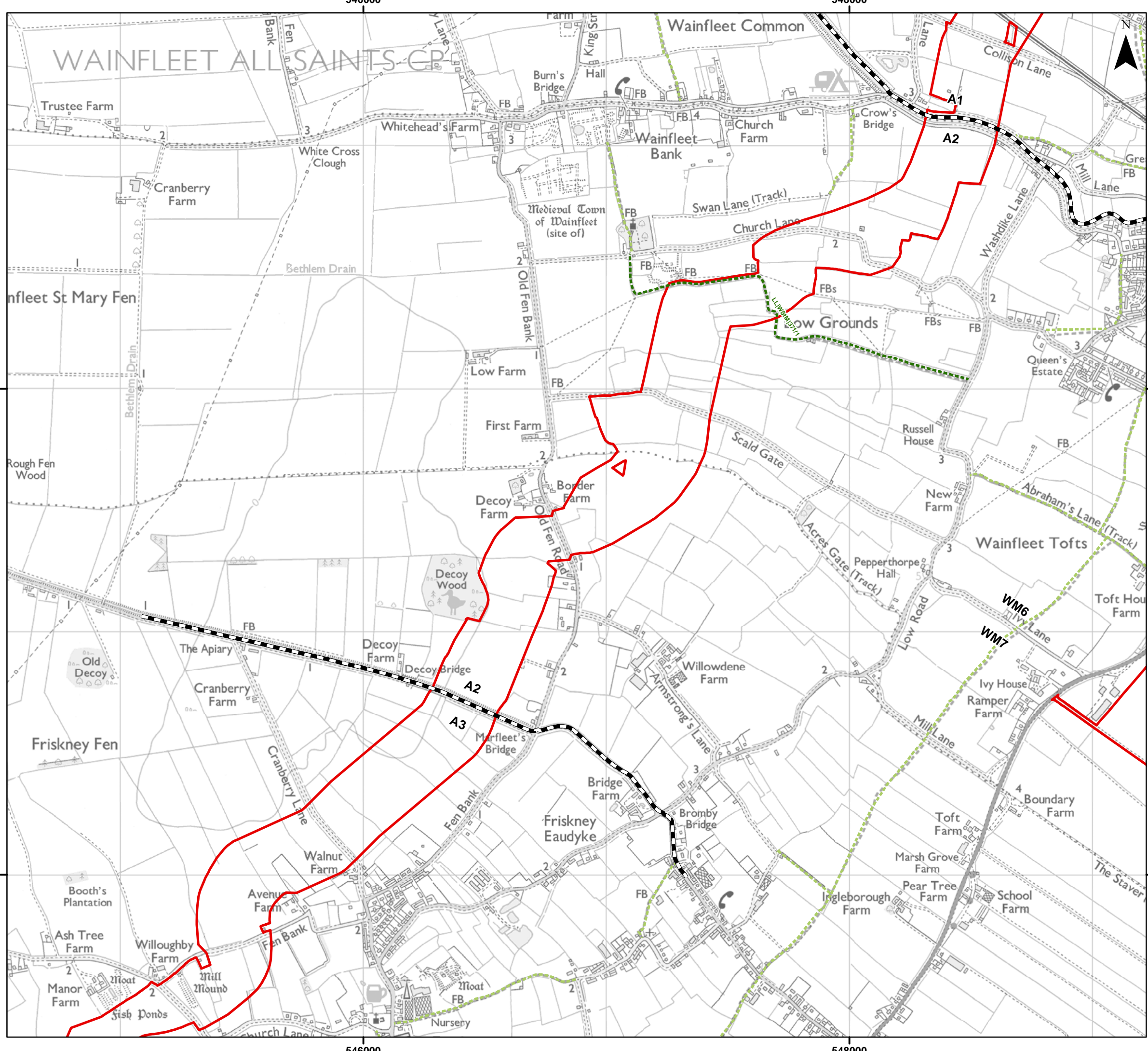


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Preliminary Environmental Information Report

Public Rights of Way
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Figure 1.1.17

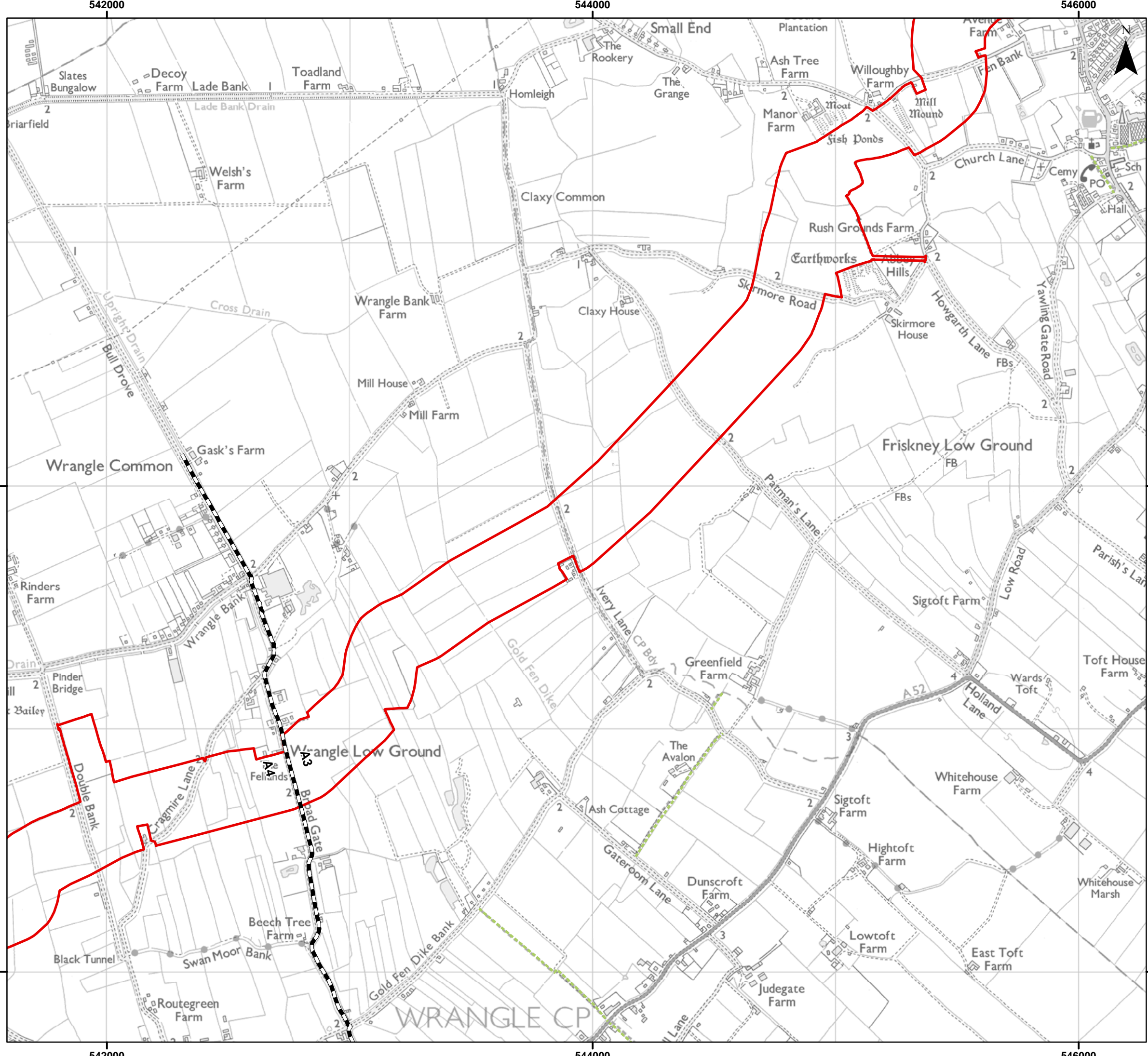


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Public Rights of Way
(All Onshore Route Options)

Figure 1.1.18

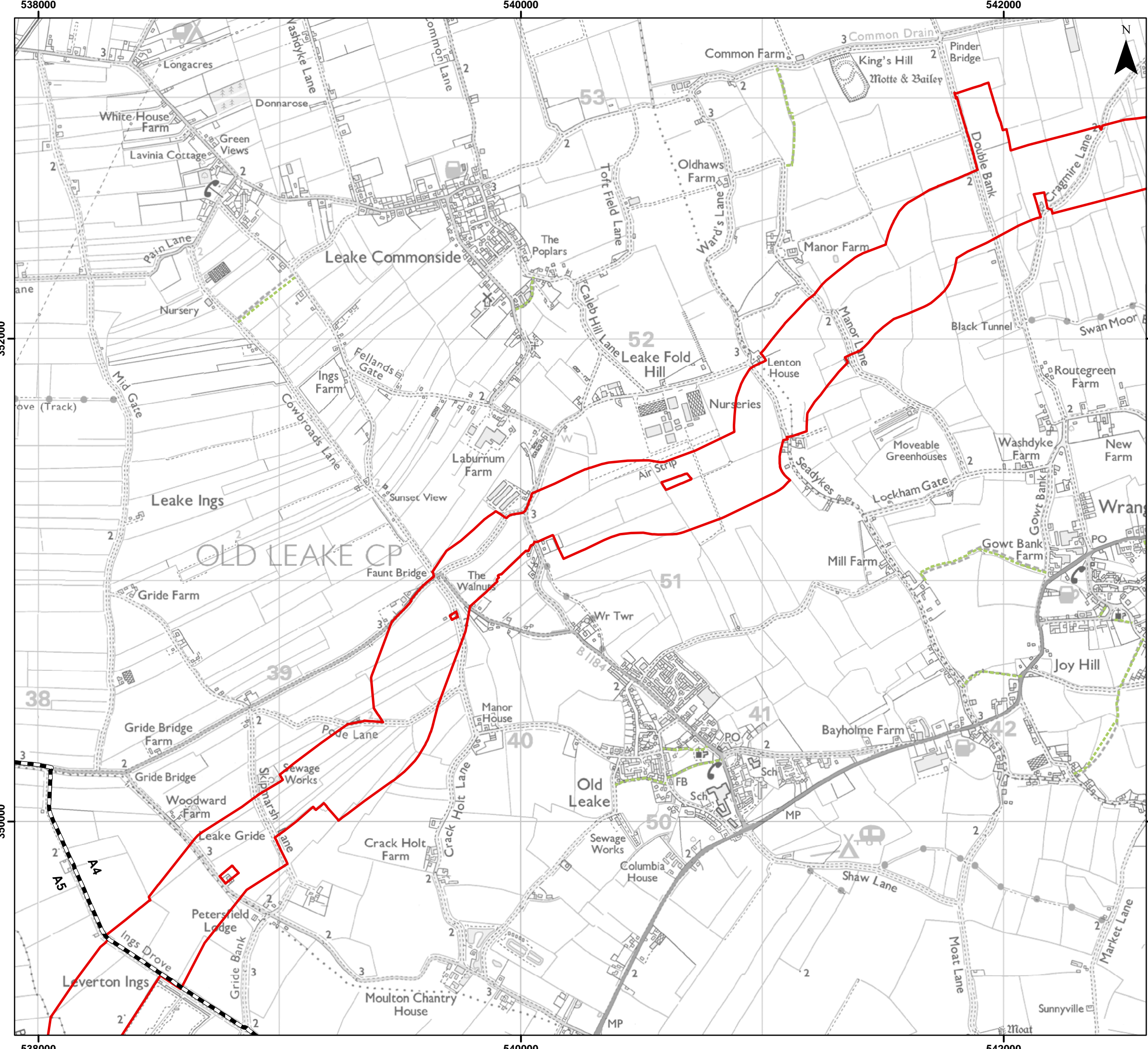


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Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Wider Public Right of Way Network

Sources:
Public Right of Way Data Supplied by Lincolnshire County Council



Coordinate System: British National Grid
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Scale: 1:15,000

Preliminary Environmental Information Report
 Public Rights of Way
 (All Onshore Route Options)
 Figure 1.1.19



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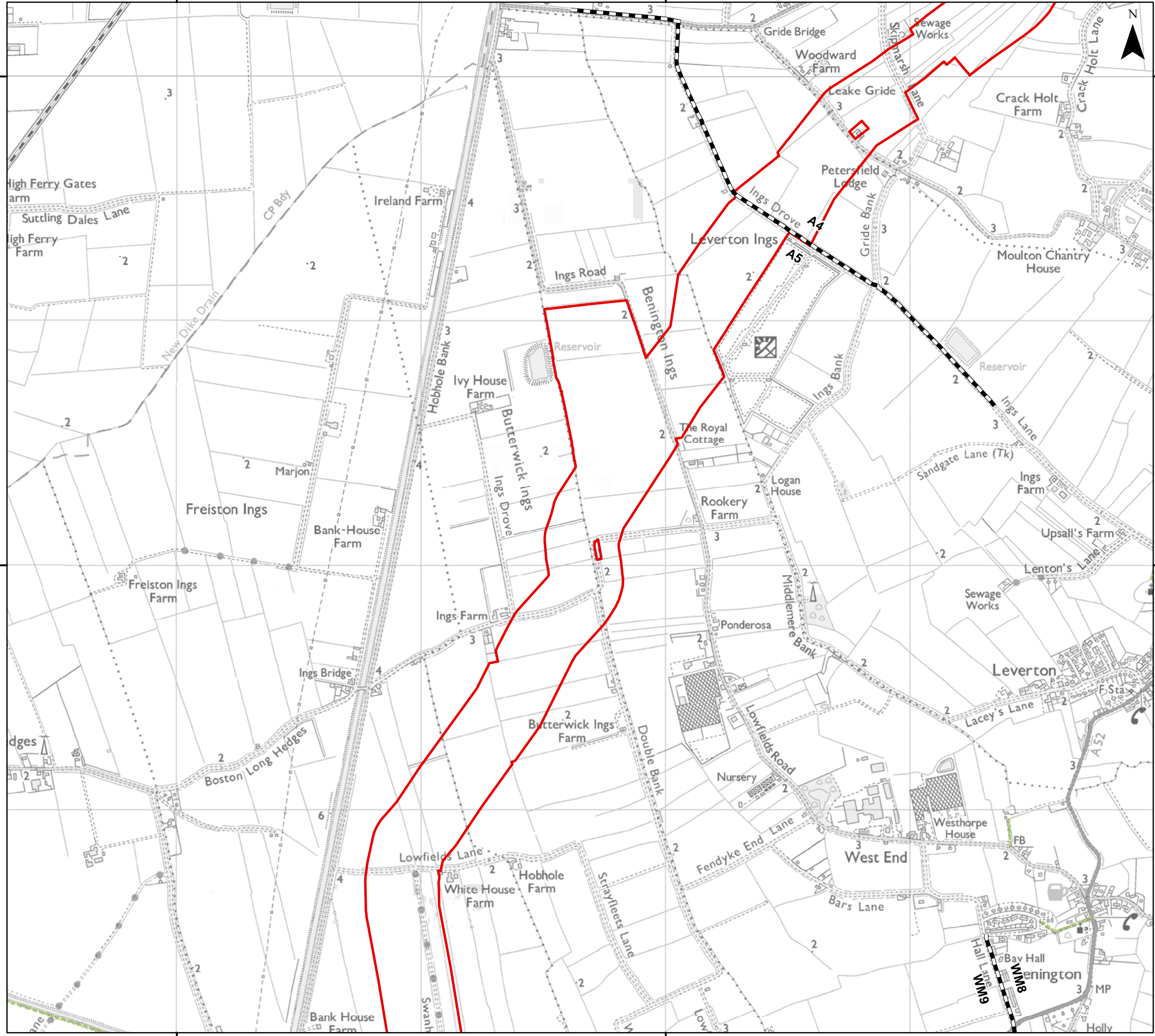
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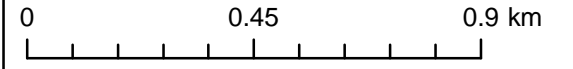
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid



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Preliminary Environmental Information Report

Public Rights of Way
(All Onshore Route Options)

Figure 1.1.20

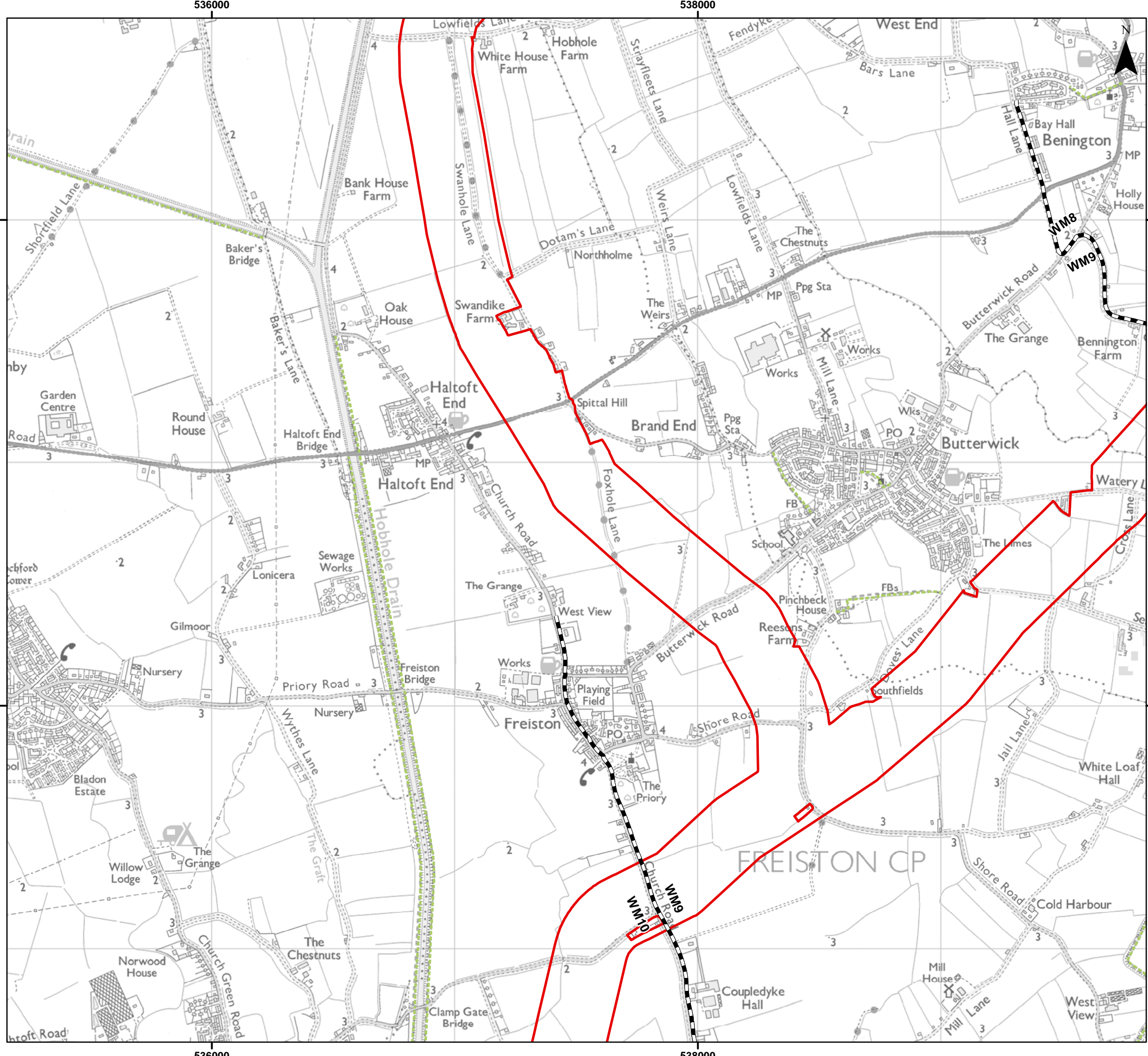


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- Legend**
- Onshore PEIR Boundary
 - Onshore Segment Break
 - Wider Public Right of Way Network

Sources:
Public Right of Way Data Supplied by Lincolnshire County Council



Coordinate System: British National Grid
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Scale: 1:15,000

Preliminary Environmental Information Report
 Public Rights of Way
 (All Onshore Route Options)

Figure 1.1.21

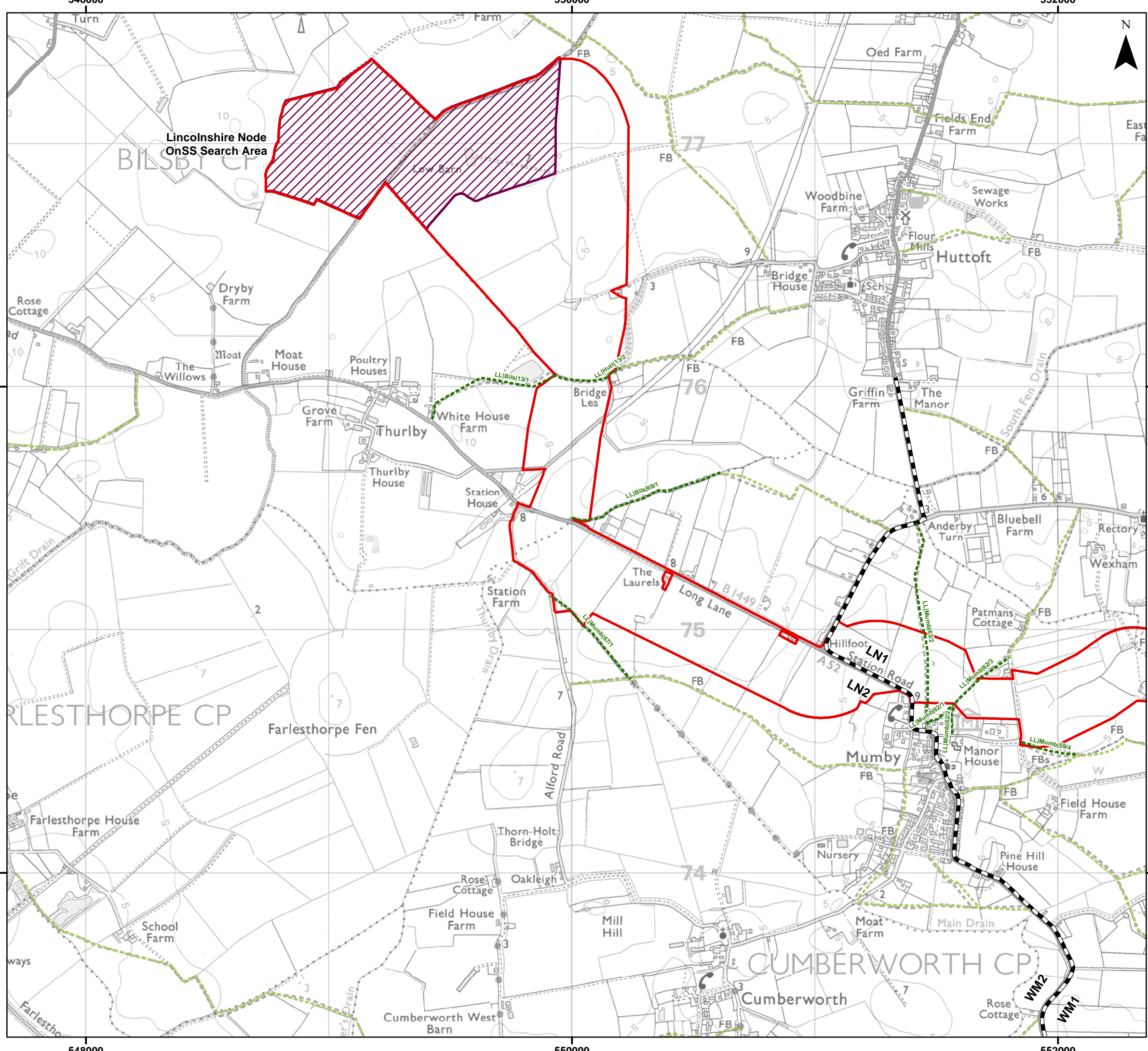


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- ### Legend
- Onshore PEIR Boundary
 - Onshore Segment Break
 - Lincolnshire Node OnSS Search
 - Public Right of Way Intersecting with Onshore PEIR Boundary
 - Wider Public Right of Way Network

Sources:
Public Right of Way Data Supplied by Lincolnshire County Council



Coordinate System: British National Grid
0 0.45 0.9 km

Scale: 1:15,000

Preliminary Environmental Information Report

Public Rights of Way
(All Onshore Route Options)

Figure 1.1.22



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2 Temporary Control Measures

2.1 Overview

- 2.1.1 The majority of the PRoW within the Onshore ECC interact with the construction of the Project on a temporary basis and may require temporary control measures to be put in place (as listed in Table 2.1 for the Weston Marsh south of the A52 Onshore ECC, Table 2.2 for the alternative segments of the Weston Marsh north of the A52 Onshore ECC and Table 2.3 for the Lincolnshire Node Onshore ECC option). This will ultimately depend on the final alignment of the ECC.
- 2.1.2 Final details for the management of each PRoW, including the specification of any temporary diversions or suggested alternative routes during construction works will be agreed with the LCC through consultation on the Final PAMP prior to commencement of the relevant stage of works. This Outline PAMP will also be updated as part of the Environmental Statement (ES) for submission with the DCO application.
- 2.1.3 Temporary works affecting PRoW and final reinstatement would be undertaken in line with BS5709:2018 British Standard for Gaps, Gates and Stiles.

2.2 Temporary Management Principles

- 2.2.1 During construction, temporary disruption to any PRoW will be managed by the Principal Contractor(s) and durations of disruption will be kept to a minimum.
- 2.2.2 Temporary management measures would include:
- Appropriately fenced (unmanned) crossing points;
 - Manned crossing points;
 - Temporary closures with diversions; and
 - Temporary closures without diversions.

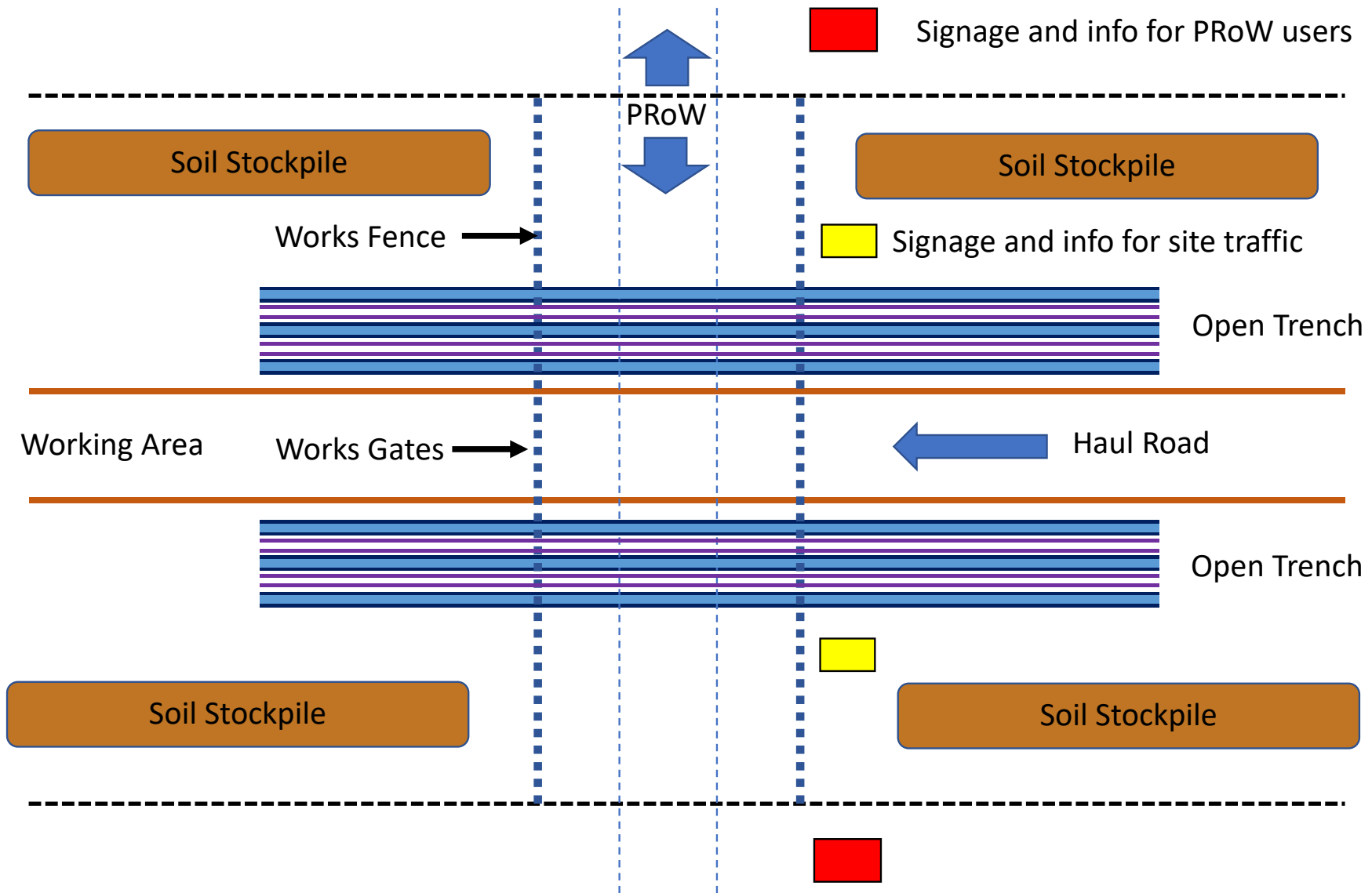
Unmanned or Manned Crossings

- 2.2.3 Where feasible, a PRoW that crosses the Onshore ECC will be kept open with either an unmanned or manned crossing.
- 2.2.4 Safety measures will be implemented at any PRoW where they are crossed by haul roads or other construction related activities. Depending on the frequency of use of the PRoW and the nature of construction activities being undertaken, the following control measures will be adopted:
- Provision of a banks person to assist PRoW users to safely cross the construction area during construction hours;
 - Provision of warning signage to raise awareness of the PRoW to approaching construction vehicles and informing PRoW users approaching a construction interface of the associated hazards;
 - 'Heavy Plant Crossing' signs to warn users of construction vehicles;

- Information for users of the paths, especially at entry points to the Site, with contact details of the Principal Contractor's liaison officer;
- A regular review of ground conditions, to ensure the surface is safe for walkers and other users, whilst the paths remain open;
- A short section of boundary fencing may be provided on each PRoW as it approaches the onshore development area to ensure a clear point of entering/exiting the onshore development area is established; and
- Whilst there is a presumption in favour of not gating PRoW where they cross a working area, there may be occasions when a gate arrangement is necessary to be in place periodically for the protection of PRoW users.

2.2.5 An indicative arrangement of where a PRoW is kept open without a diversion is shown in Figure 2.1.

Figure 2.1: Indicative schematic of the management of a PRoW crossing the Onshore ECC during construction, without a diversion

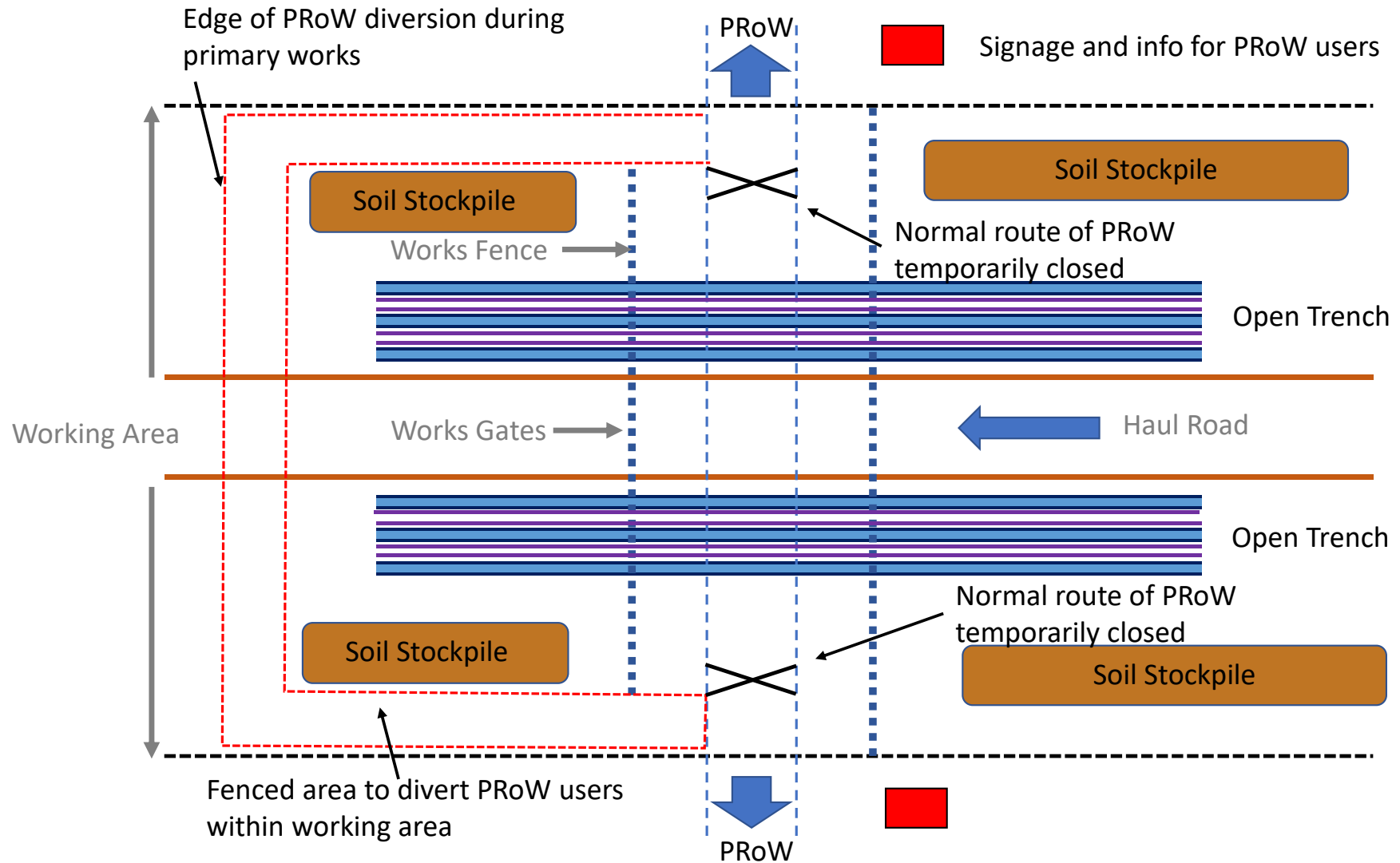


- 2.2.6 Should a user not wish to be delayed (albeit any delays would be very short), a map showing a suggested alternative route will be provided at the crossing location.

Temporary Closure with a Diversion

- 2.2.7 For those PRoW that cross the cable trenches within the Onshore ECC, it may be necessary to temporarily divert the PRoW for discrete periods during construction. The PRoW that are proposed to be kept open during construction, with a temporary diversion during discrete period are identified in Table 2.1, Table 2.2 and Table 2.3.
- 2.2.8 Temporary closures and diversions will be authorised by the DCO, subject to the approval of the management plan by LCC.
- 2.2.9 The diversions for each PRoW will be within the PEIR boundary and may be up to approximately 200 metres in length in one or either direction of the original PRoW, depending on the site and physical constraints. The diversion will be fenced to provide a secure area for the public, with consideration given to the appropriate controls at the interface between the PRoW and the haul road. The width of the fenced diversion will depend on its usage – but it is expected to be between two to five metres with the greater width in place for bridleways and BOATs.
- 2.2.10 The exact route of each PRoW diversion within the Onshore ECC will be determined and agreed with LCC during construction but will be within a defined PRoW diversion zone that will be identified for each PRoW that may need to be diverted.
- 2.2.11 Figure 2.2 provides an indicative schematic of how diversions will be arranged.

Figure 2.2: Indicative management of a diverted PRow crossing the onshore ECC during construction where diversion is required



Temporary Closure Without a Diversion

- 2.2.12 In some instances where a PRow crosses the Onshore ECC, due to the likely infrequent use of, and number of available alternative routes, it may be necessary to temporarily close the PRow for the duration of the construction works, without offering a formal diversion but providing suggested alternative routes via site signage. PRow where temporary closure might be required are identified in Table 2.1, Table 2.2 and Table 2.3.

Table 2.1: Proposed temporary control measures for PRow – Weston Marsh south of the A52 Onshore ECC

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Ande/19/2	WM1	Roman Bank	Ande/19/1 and Ande/19/3	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Ande/19/3	WM1	Ande/19/1 and Ande/19/2	Chap/19/5	Footpath	
Chap/19/5	WM1	Ande/19/3	Chap/21/2, Chap/21/3, and Chap/19/4	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s) or a temporary diversion along the edge of the Onshore ECC for the duration of the construction works.
Chap/21/2	WM1	Chap/21/1	Ande/19/5, Chap/21/3, and Chap/19/4	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Chap/21/3	WM1	East of Langham House Farm	Ande/19/5, Chap/21/2, and Chap/19/4	Footpath	
Chap/19/4	WM1	Chap/19/2, Chap/19/3 and Chap/27/3	Ande/19/5, Chap/21/2, and Chap/21/3	Footpath	
Chap/27/3	WM1	Chap/19/2, Chap/19/3 and Chap/19/4	Chap/28/1	Footpath	
Hogs/28/1	WM1	Chap/28/1	Chap/28/2	Footpath	
Chap/28/1	WM11	Chap/27/3	Chap/27/4	Footpath	
Hogs/34/4	WM1	Ember Lane	Hogs/34/2, Hogs/56/1, and Hogs/56/2	Footpath	
Hogs/57/1	WM1	Lowgate Farm	Hogs/58/2 and Hogs/58/5	Footpath	
Hogs/58/2	WM1	Hogs/58/1	Hogs/57/1 and Hogs/58/5	Footpath	

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Hogs/58/5	WM1	Sea Lane (Hogsthorpe)	Hogs/57/1 and Hogs/58/2	Footpath	
Mumb/55/1	WM2	Hogs/55/1	Listoft Lane	Footpath	
Hogs/48/1	WM2	Middle of ECC	Addl/48/1 and Addl/49/1	Footpath	
BurM/265/1	WM3	Skegness Road (Burgh le Marsh)	Middlemarsh Road and BurM/265/2	Footpath	
BurM/261/3	WM4	Middlemarsh Road	BurM/261/2, BurM/263/1 and BurM/264/1	Footpath	
BurM/263/2	WM4	BurM/261/3	Middlemarsh Road	Footpath	
Crof/274/1	WM5	Pinchbeck Lane	Low Road	Footpath	
Wran/4/1	WM8	Hall Lane	Gandalf's Garden, Wran/16/1 and Wran/16//2	Footpath	
Wran/16/1	WM8	Gandalf's garden, Wran/16/2 and Wran/4/1	Sea Lane (Roman Bank Cottage)	Footpath	
OLEa/6/1	WM8	Wran/16/1	Leve/2/6	Footpath	
Fish/12/2	WM10	Cut End Road and Fish/12/1	Fish/14/1 and Fish/12/3	Footpath	Warning signage of construction traffic at PRoW crossing on Cut End Road.
Fish/11/5	WM10	Cut End Road and Fish/11/4	Fish/13/12 and Fish/11/6	Footpath	
Wybe/2/4	WM11	Crawford's Farm, Wybe/2/2 and Wybe/8/4	Wybe/2/5 and Wybe/8/7	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s)

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Kirt/1/1	WM11	Sandholme Lane	Kirt/1/2	Footpath	Temporary diversion along the boundary of the ECC.
Kirt/1/2	WM11	Kirt/1/1	Marsh Road	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Kirt/877/1	WM11	Kirt/1/1 and Kirt/1/2	Middle of ECC	Footpath	Temporary closure without formal diversion.
Kirt/1/5	WM11	Clough Lane/Seadyke Cottage	Hundred Acre Farm/Kirt/1/4 and Kirt/2/5	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Fosd/8/1	WM12	Low Mill Lane	Fosd/4/1 and Fosd/4/2	Footpath	Temporary diversion along the boundary of the ECC.
Wstn/4/1	WM13	Marsh Road	Moul/1/1	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Moul/2/1	WM13	Moul/2/2	Wstn/7/1	Footpath	
Wstn/7/1	WM13	Marsh Road	Moul/2/1	Footpath	
Fosd/2/1	WM14	Surfleet Bank	Fosd/2/2	BOAT	Warning signage of construction traffic.
Fosd/2/2	WM14	Fosd/2/1	Alga/8/2	Bridleway	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Fosd/3/1	WM14	Fosd/2/1	Alga/9/1	BOAT	

Table 2.2: Proposed temporary control measures for PRoW - Weston Marsh north of the A52 alternative segments

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Crof/264/1	A1	Crof/264/3	A52	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Crof/264/3	A1	Pinchbeck Lane	Crof/264/1	Footpath	
Crof/276/4	A1	Crof/276/2	Church Lane	Footpath	
Crof/276/2	A1	Crof/276/3	Croft Road	Footpath	
Croft/276/3	A1	Church Lane	Crof/276/2	Footpath	
WStM/371/1	A2	Church Lane	Low Road	Footpath	

Table 2.3: Proposed temporary control measures for PRoW – Lincolnshire Node

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Ande/19/2	LN1	Roman Bank	Ande/19/1 and Ande/19/3	Footpath	Manned or unmanned gated crossing, with temporary closure and diversion during discrete period(s).
Ande/19/1	LN1	Sea Road	Ande/19/2 and Ande19/3	Footpath	
Ande/19/3	LN1	Ande/19/1 and Ande/19/2	Chap/19/5	Footpath	
Ande/24/3	LN1	Mumb/24/2	Ande/24/2 and Ande 25/1	Footpath	
Ande/25/1	LN1	Ande/24/2 and Ande 24/3	Mumb/25/2	Footpath	
Mumb/25/2	LN1	Ande/25/1	Mumb/25/1 and Mumb/26/1	Footpath	
Mumb/25/1	LN1	Mumb/25/2 and Mumb/26/1	Mumb/61/2 and Mumb/61/3	Footpath	
Mumb/26/1	LN1	Mumb/25/1 and Mumb/25/2	Mumb/24/2	Footpath	

PRoW	ECC segment	Starts	Ends	Designation	Proposed control measure
Mumb/61/3	LN1	Mumb/61/2 and Mumb/25/1	Mumb/61/1	Footpath	
Mumb/62/3	LN1	Mumb/62/4	Mumb/62/1 and Mumb 62/2	Footpath	
Mumb/63/2	LN1	Mumb/63/1	A52	Footpath	
Bils/13/1	LN1	B1449	Huttoft Road/Hutt/13/1	Footpath	

2.2.13 The Final PAMP will include a plan or plans showing the confirmed control measures for each PRoW and also identify the specific length of the PRoW that is affected.

2.3 Temporary Management Measures

2.3.1 Where a PRoW requires temporary management measures, any temporary diversion will be clearly signposted.

2.3.2 For all temporary closures, the following will be undertaken:

- A pre-and post-construction survey (including identification of surface condition and street furniture (if any)) of the PRoW affected will be undertaken. PRoW surveys will be undertaken by an experienced surveyor with scope of coverage and methodology to be agreed with LCC; and
- Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with LCC.

2.3.3 LCC would be notified within a reasonable period of time but not less than 10 weeks in advance of any temporary closure. This will include:

- A notice describing the temporary closure would be published in the press at least two weeks in advance of closure; and
- Advanced site notices (i.e., notices to members of the public warning of diversions ahead) would be posted at appropriate places to minimise likelihood of unnecessary aborted journeys. These will follow LCC's requirements for advertising temporary closure of PRoW and will include:
 - Site notices erected in visible locations on site approximately one to two weeks in advance of a temporary management measure being in place;
 - Provision of a map showing the extent of the temporary closure and any temporary diversion;
 - Confirmation that the temporary diversion is to another PRoW or roads or on land in the Applicant's control; and
 - Confirmation that the temporary diversion across land in the Applicant's control is safe and fit for public use.

2.4 Duration of Temporary Management Measures

2.4.1 Durations of temporary PRoW management measures will be discussed in advance with LCC and agreed via approval of the Final PAMP. Typically, PRoW along the onshore ECC will be periodically diverted for a short period of time (a number of weeks depending on the length of PRoW being temporarily closed) to allow for the safe construction of the onshore infrastructure (including haul road construction and removal). This would be no greater than four months.