

Outer Dowsing Offshore Wind

Outline Documents

8.17 Outline Public Access Mangement Plan

Date: February 2025

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Acronyms & Terminology

Abbreviations / Acronyms

Abbreviation / Acronym	Description
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
MLWS	Mean Low Water Springs
NGSS	National Grid Substation
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 Joint Bay
WTGs	Wind turbine generators

Terminology

Term	Definition
400kV cables	High-voltage cables linking the OnSS to the NGSS.
Connection Area	An indicative search area for the National Grid Substation (NGSS).
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP).
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Regulations, including the publication of an Environmental Statement (ES).
Environmental Statement (ES)	The suite of the documents that detail the processes and results of the 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 cables and fibre optic cables will come ashore.
Mitigation	Mitigation measures 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.

Term	Definition
National Grid Onshore Substation (NGSS)	The National Grid substation and associated enabling works to be developed by the National Grid Electricity Transmission (NGET) into which the Project's 400kV Cables would connect.
Onshore Export Cable Corridor (ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which the export cables 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.
Onshore substation (OnSS)	The Project's onshore HVAC substation, containing electrical equipment, control buildings, lightning protection masts, communications masts, access, fencing and other associated equipment, structures or buildings; to enable connection to the National Grid.
Outer Dowsing Offshore Wind (ODOW)	The Project.
Order Limits	The area subject to the application for development consent. The limits shown on the works plans within which the Project may be carried out.
Preliminary Environmental Information Report (PEIR)	The PEIR was written in the style of a draft Environmental Statement (ES) and provided information to support and inform the statutory consultation process during the pre-application phase.
The Project	Outer Dowsing Offshore Wind, an offshore wind generating station together with associated onshore and offshore infrastructure.
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.
Trenchless technique	Trenchless technology is an underground construction method of installing, repairing and renewing underground pipes, ducts and cables using techniques which minimize or eliminate the need for excavation. Trenchless technologies involve methods of new pipe installation with minimum surface and environmental disruptions. These techniques may include Horizontal Directional Drilling (HDD), thrust boring, auger boring, and pipe ramming, which allow ducts to be installed under an obstruction without breaking open the ground and digging a trench.
Wind turbine generator (WTG)	A structure comprising a tower, rotor with three blades connected at the hub, nacelle and ancillary electrical and other equipment which may include J-tube(s), transition piece, access and rest platforms, access ladders, boat access systems, corrosion protection systems, fenders and maintenance equipment, helicopter landing facilities and other associated equipment, fixed to a foundation.

Reference Documentation

Document Number	Title
6.1.27	Traffic and Transport
8.1	Outline Code of Construction Practice

1 Introduction

1.1 Purpose

1. This Outline Public Access Management Plan (Outline PAMP) has been prepared as part of the Outline Code of Construction Practice (CoCP) (document reference 8.1) submitted alongside the Environmental Statement (ES) for Outer Dowsing Offshore Wind (the Project).
2. This is an outline document that, by reference to the assessments reported in Volume 1, Chapter 27: Traffic and Transport (document reference 6.1.27), sets out the key elements that will be secured in the Final PAMP, which is required to be submitted to and approved by the relevant highway authority in consultation with the relevant planning authority under the Development Consent Order (DCO). This Outline PAMP has been updated from the version submitted with the Preliminary Environmental Information Report (PEIR).
3. The construction of the Project will interact with a number of walking, cycling and horse rider routes within the Onshore Export Cable Corridor (Onshore ECC) or the 400kV connection to the National Grid Substation (NGSS) Connection Area. 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).
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 Chapter 27 (document reference 6.1.27).
5. Figure 1 show the PRoW network within the vicinity of the Project and those that would be directly impacted by construction activities associated with the Project i.e. those that cross or are within the Onshore ECC or the 400kV connection to the NGSS Connection Area.

1.2 Scope

6. This Outline PAMP relates to construction and operational activities associated with the onshore elements of the Project comprising:
7. Onshore export cable installation from the landfall location to the transition joint bays (TJBs) for Horizontal Directional Drilling (HDD) or other trenchless technique works;
 - Enabling accesses and associated enabling works;
 - Temporary works associated with the landfall HDD and TJB excavation;
 - Cable installation along the Onshore ECC including joint 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);
 - OnSS, and permanent access to the OnSS (no PRoW identified); 400kV Cables to National Grid substation (NGSS); and
 - Reinstatement and mitigation works enacted during the construction phase.

8. This document does not relate to construction activities associated with offshore works seaward of Mean Low Water Spring (MLWS), that are principally marine activities. The landfall cable installation works will be undertaken by trenchless technology from a position to the west of Roman Bank, and public access on the beach and the coastal path (the King Charles III England Coast Path) are not expected to be affected by landfall works¹.
9. Whilst the Final PAMP would need to be approved and discharged by the relevant planning authority, is intended to be a working document that may evolve during the construction period and therefore many need to be updated, with further approval from the relevant planning authority i.e. should the route of any temporary diversions require amending. The PAMP does not apply to the decommissioning of the Project.

¹ The Project have committed to undertaking no construction works on the beach; however, access would be required in the unlikely circumstance of an emergency.

2 Temporary Control Measures

2.1 Overview

10. 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) and as illustrated in Figure 2.
11. 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 LCC through consultation on the Final PAMP prior to commencement of the relevant stage of works.
12. 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

13. 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.
14. Temporary management measures would include:
 - Appropriately fenced (unmanned) crossing points (haul road crossings or through some TCCs) or shared routes;
 - Manned crossing points (at locations or periods of activity where construction vehicle movements are more frequent to assist in minimising short delays to users of PRoW) or shared routes; and
 - Temporary closures with formal diversion.
15. Where practicable and subject to a risk assessment, a PRoW that crosses the Onshore ECC will be kept open with either an unmanned or manned crossing.
16. Safety measures will be implemented at any PRoW where they are crossed by haul roads or other construction related activities. Where a construction vehicle is required to cross a PRoW i.e. on a haul road, the surface on the PRoW would be appropriate for construction vehicles and also be suitable for relevant users of the PRoW (pedestrians for a footpath and also cyclists and equestrians for a bridleway) and kept in a suitable condition.
17. Depending on the frequency of use of the PRoW (through discussions with the LCC PRoW and Access Team) and the nature of construction activities being undertaken, the following control measures will be adopted:
 - Provision of warning signage to raise awareness of the PRoW users to approaching construction vehicles and informing 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 adjacent to a PRow as it approaches the onshore development area to ensure a clear point of entry/ exit to and from the construction works is established;
- 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;
- Where necessary, PRow crossings will be) diverted to where temporary crossing points are or along a straight section of the haul road, where a clear line of sight is provided. No crossing will be at a haul road bend;
- No open trenches would be left at a crossing point; and
- Ground at crossing locations would be level and suitable for pedestrian footfall and maintained for the duration of the works at this location.

18. An indicative arrangement of where a PRow is kept open without a diversion is shown below:

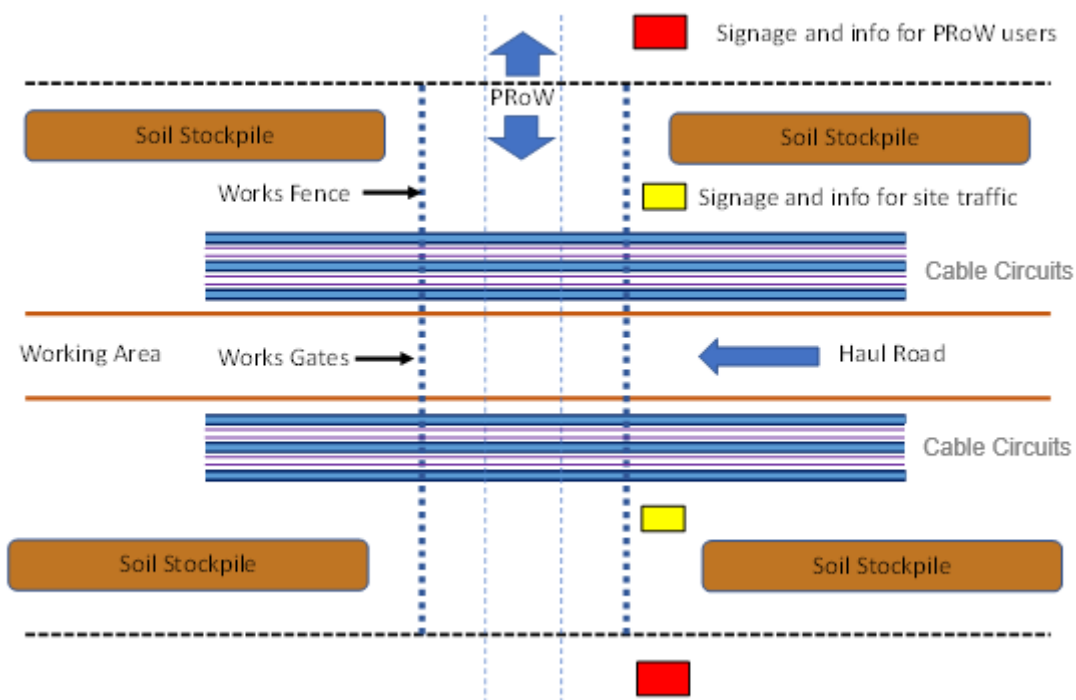


Plate 2.1: Indicative Schematic of the Management of a PRow Crossing the Onshore ECC During Construction, Without a Diversion

19. Any delay to footpath users will be minimal and at managed crossings, construction traffic will be stopped to allow users to cross. Should a user not wish to be delayed at all, (albeit any delays would be very short), a map showing a suggested alternative route will be provided at the crossing location.

20. Where it has been identified that unofficial routes are used by members of the public, management measures will also be included in the final PAMP.

2.3 Temporary Closure with a Diversion

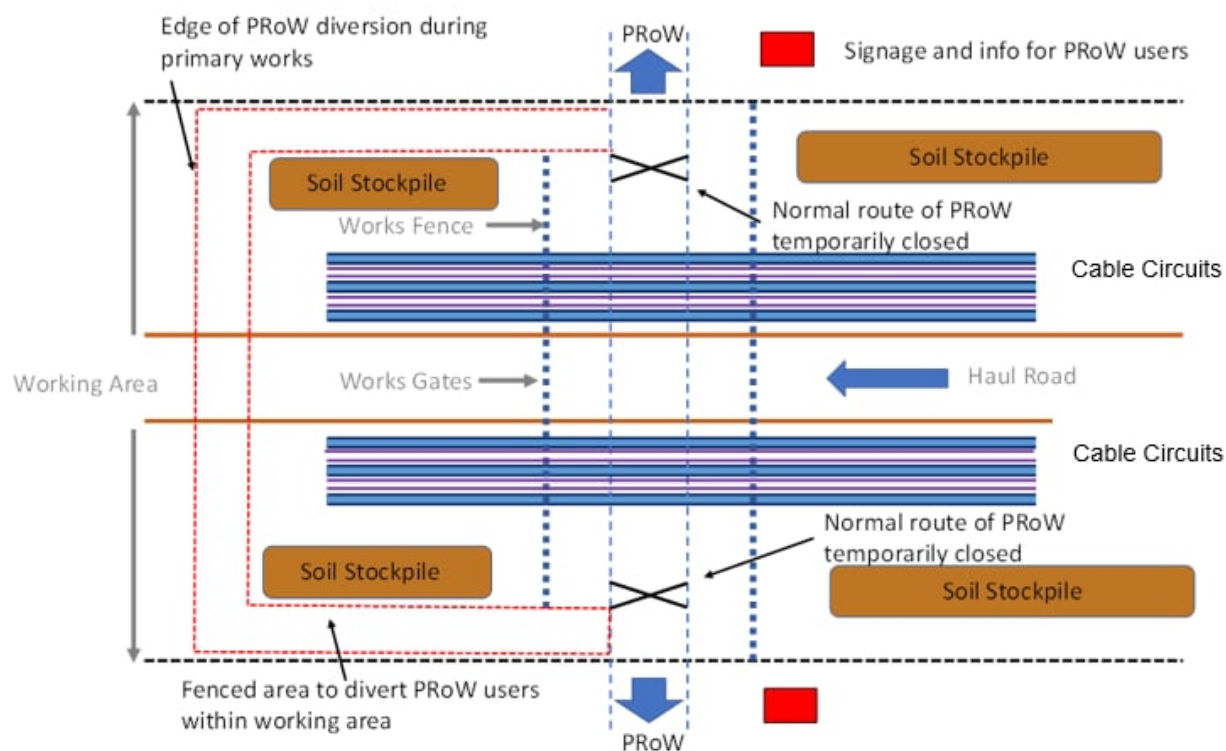
21. For those PRoW that cross the cable trenches within the Onshore ECC, it may be necessary to temporarily divert the PRoW for discrete periods during construction. The PRoW that are proposed to be kept open during construction, with a temporary diversion (the approximate distance of the diversion identified) during discrete periods are identified in Table 2.1 and summarised below:

- Hogs/58/2, 0.85km north-west of Hogsthorpe, with an 80m diversion;
- Hogs/48/1, 1km south of Hogsthorpe, with a 40m diversion; and
- Crof/276/4, 1km north-east of Wainfleet All Saints, with a 21m diversion.

22. Temporary closures and diversions will be authorised by the DCO, subject to the approval of the Final PAMP by LCC.

23. The diversion may be fenced, if this is considered necessary 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 diversion and need for any fencing 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.

24. 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.



25. Plate 2.2 provides an indicative schematic of how diversions will be arranged:

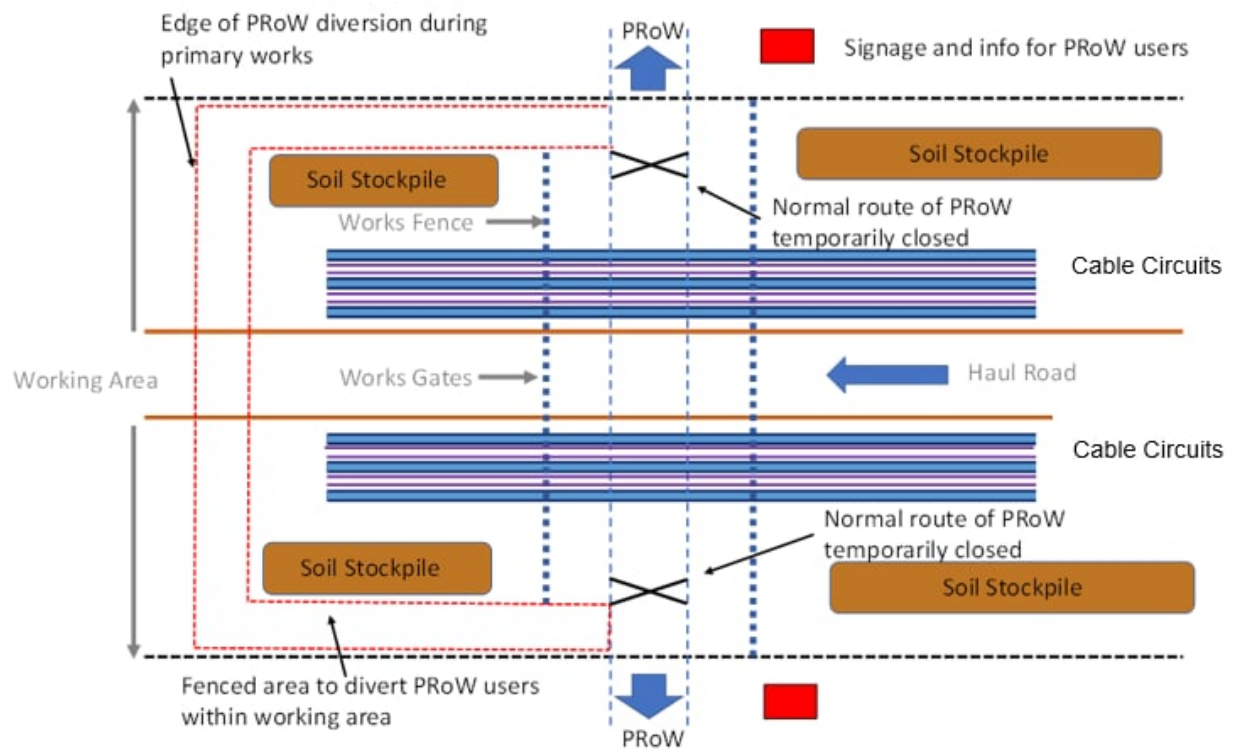


Plate 2.2: Indicative Management of a Diverted PRoW Crossing the Cable Corridor During Construction Where Diversion is Required

Table 2.1: Proposed Temporary Control Measures for PRow²

PRow	Route Segment	Starts	Ends	Designation	Proposed Control Measure
Ande/19/1	1	Sea Road	Ane/19/2	Footpath	Open managed crossing
Ande/19/2	1	Roman Bank	Ande/19/2 and Ande/19/3	Footpath	Open crossing and open managed crossing
Ande/19/3	1	Ande/19/1 and Ande/19/2	Chap/19/5	Footpath	Open managed crossing
Chap19/2	1	Chap/21/4	Ande/19/3	Footpath	Open managed crossing
Chap21/4	1	Ember Lane	Chap19//2	Footpath	Open managed crossing
Chap/1180/1	1	Ember Lane	Stones Lane	Footpath	Open managed crossing
Hogs/1181/1	1	Ember Lane	Workhouse Lane	Footpath	Open managed crossing
Hogs/57/1	1	Lowgate Farm	Hogs/58/2 and Hogs/58/5	Footpath	Open managed crossing and open no impact
Hogs/58/2	1	Hogs/58/1	Hogs/57/1 and Hogs/58/5	Footpath	Temporary closure and diversion via Hogs/57/1 during discrete period(s).
Hogs/48/1	2	Private Track to Stackholme End	Addl/48/1 and Addl/49/1	Footpath	Temporary closure and diversion during discrete period(s).
BurM/265/2	3	Skegness Road (Burgh le Marsh)	Middlemarsh Road and BurM/265/1	Footpath	Open managed crossing
BurM/260/1	4	A158 Skegness Road	Middlemarsh Road	Footpath	None
BurM/261/3	4	Middlemarsh Road	BurM/261/2, BurM/263/1 and BurM/264/1	Footpath	Open managed crossing

² Additional open crossings (no impact or management required) above trenchless works for Fish/12/2, Fish/11/5, Fish/13/11, Wybe/8/5, Fosd/8/1, Fosd/2/2, Surf/3/4, Surf/8/2 and Wstn/6/2

PRoW	Route Segment	Starts	Ends	Designation	Proposed Control Measure
BurM/263/2	4	BurM/261/3	Middlemarsh Road	Footpath	Open managed crossing
Crof/264/1	5	Crof/264/3	A52	Footpath	Open managed crossing
Crof/276/4	5	Crof/276/2	Church Lane	Footpath	Temporary closure and diversion during discrete period(s)
Crof/276/2	5	Crof/276/3	Croft Road	Footpath	Open managed crossing
Croft/276/3	5	Church Lane	Crof/276/2	Footpath	Open managed crossing
WStM/371/1	6	WStM/370/1	Low Road	Footpath	Open managed crossing
Fish/12/2	10	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	10	Cut End Road and Fish/11/4	Fish/13/12 and Fish/11/6	Footpath	Warning signage of construction traffic at PRoW crossing on Cut End Road.
Wybe/2/4	11	Crawford's Farm, Wybe/2/2 and Wybe/8/4	Wybe/2/5 and Wybe/8/7	Footpath	Open crossing with warning signage of construction traffic on Wyberton Roads and at AC-40 and AC-41.
Kirt/877/1	11	Kirt/1/2	Onshore ECC	Footpath	Open managed crossing.
Kirt/1/5	12	Clough Lane /Seadyke Cottage	Hundred Acre Farm and Kirt/1/4 and Kirt/2/5	Footpath	Open managed crossing.
Fosd/8/1	12	Low Mill Lane	Fosd/4/1 and Fosd/4/2	Footpath	Open managed crossing.
Fosd/7/1	12	A17	Moul/6/1	Footpath	Open crossing.
Fosd/2/2	13	Fosd/2/1	Alga/8/2	Bridleway	Open managed crossing.

PRoW	Route Segment	Starts	Ends	Designation	Proposed Control Measure
Fosd/2/1	13	Surfleet Bank	Fosd/2/2	BOAT	Open crossing. Measures to be discussed and agreed with LCC, where considered necessary: ▪ Providing a marked (and segregate, where possible) walkway for users; ▪ One-way HGV movements only; and ▪ A banks person at each end of the section of the route affected to manage the inbound and outbound HGVs, and halting movements until there are no users (and also halting users if a vehicle is approaching).
Fosd/3/1	13	Fosd/2/1	Alga/9/1	BOAT	
Alga/9/1	13	Fosd/3/4	Fosd/3/1	BOAT	Open crossing
Alga/10/1	14	Fosd/6/1	Surf/8/1	Footpath	
Surf/8/1	14	Surf/8/2	Alga/10/1	Footpath	
Fosd/6/1	14	A17	Alga/10/1	Bridleway	
Surf/9/1	14	Old Sea Bank	Marsh Road/Wstn/4/1	Footpath	Open crossing. Measures to be discussed and agreed with LCC, where considered necessary:

PRoW	Route Segment	Starts	Ends	Designation	Proposed Control Measure
					▪ Providing a marked (and segregate, where possible) walkway for users; ▪ One-way HGV movements only; and ▪ A banks person at each end of the section of the route affected to manage the inbound and outbound HGVs, and halting movements until there are no users (and also halting users if a vehicle is approaching).

26. The Final PAMP will include a plan(s) showing the confirmed control measures for each PRoW once the alignment of the export cable, haul roads and the extent of each TCC is identified.

2.4 Temporary Management Measures

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

28. 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.

29. Temporary closures with diversions would only be implemented for the period required to undertake the relevant construction works. LCC would be notified within a reasonable period of time but not less than 8-weeks in advance of any temporary closure and kept informed as to the likely duration of a temporary closure.

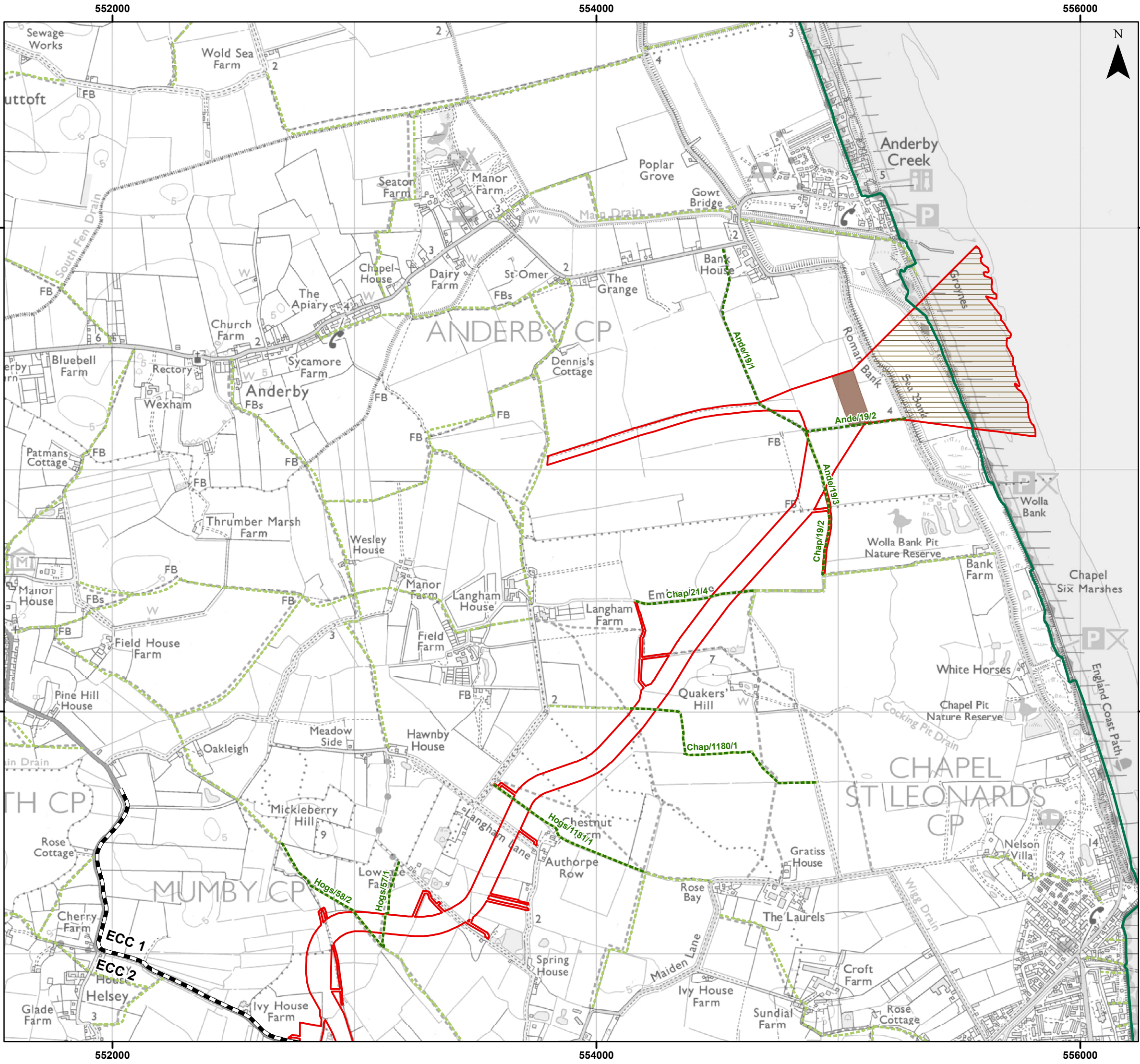
30. Additional notifications will include:

- 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.

31. Durations of temporary PRoW management measures will be discussed in advance with LCC and agreed via approval of the Final PAMP. Whilst the PRoW that would need temporarily diverting for a discrete period have been identified, other PRoW along the onshore cable route may require periodically diverting 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).

32. Subject to agreement with LCC, it may be most suitable to put a diversion in place and then only implement it for discrete periods, through local signage, when work is taking place at the

specific location. At other times the existing PRow route could be managed as an Open Managed Crossing.



Legend

- Order Limits
- Onshore Segment Break
- Landfall Trenchless Works Area
- Transition Joint Bay Area
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network
- King Charles III England Coast Path (National Trail)

Sources:
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Note:
In some locations the Public Right of Way Data provided by Lincolnshire County Council (LCC) does not correspond with OS 1:50,000 Landranger basemapping shown in the figure. The data provided by LCC is the definitive footpath information.



Coordinate System: British National Grid

0 0.45 0.9 km

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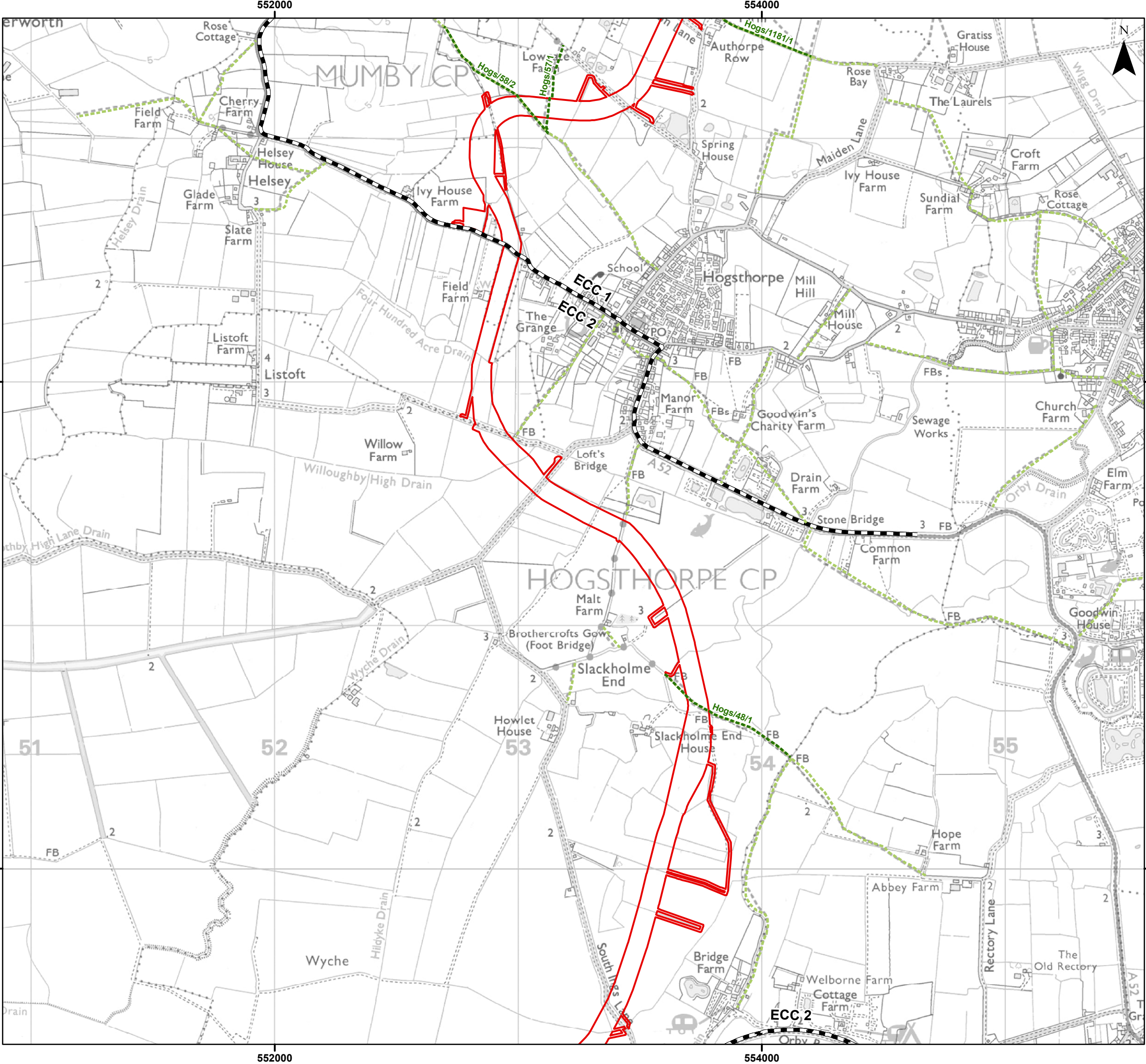
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.1



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Legend

-  Order Limits
-  Onshore Segment Break
-  Public Right of Way Intersecting with Order Limits
-  Wider Public Right of Way Network

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way

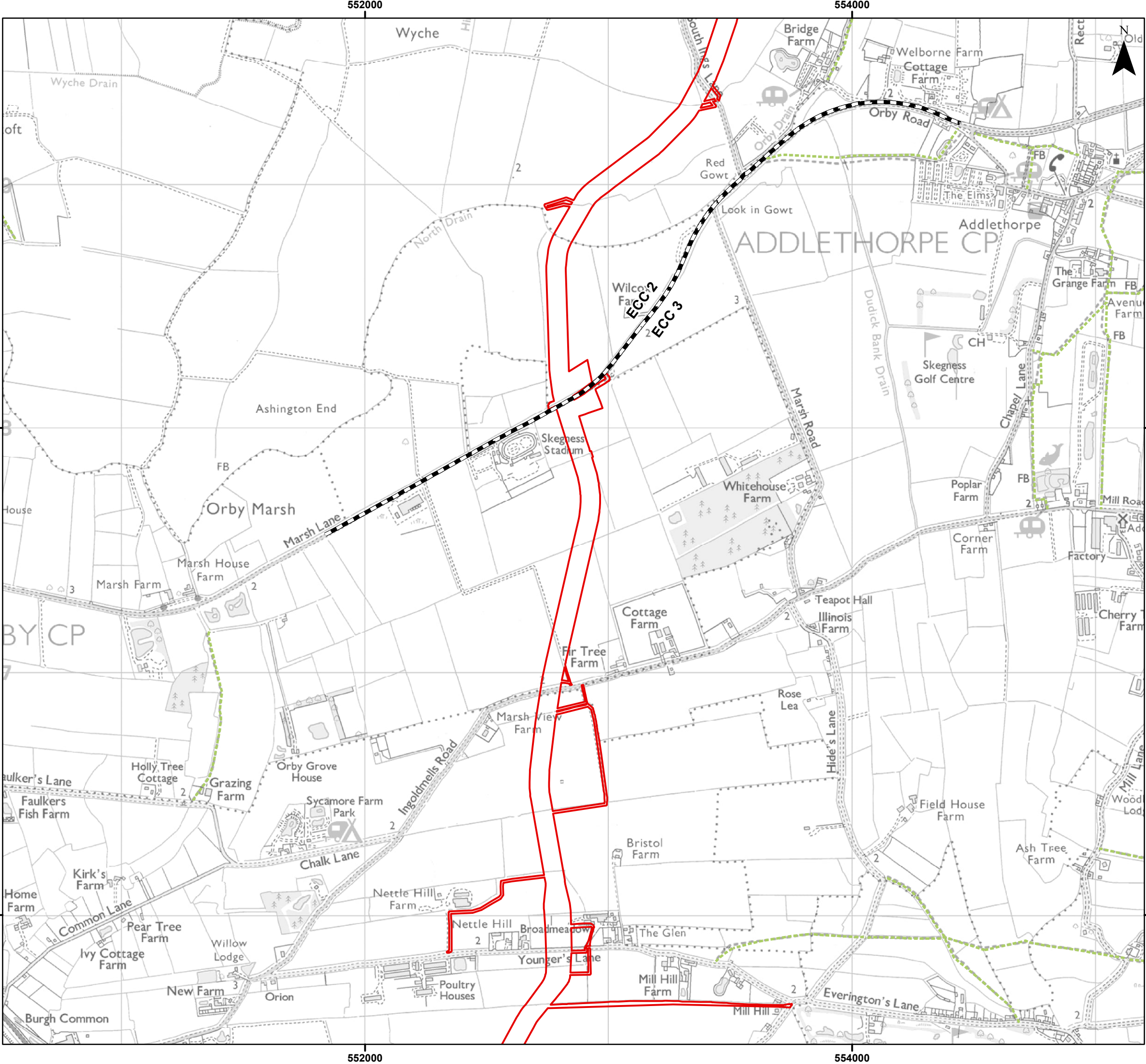
Figure 1.2



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Legend

- Order Limits
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- Wider Public Right of Way Network

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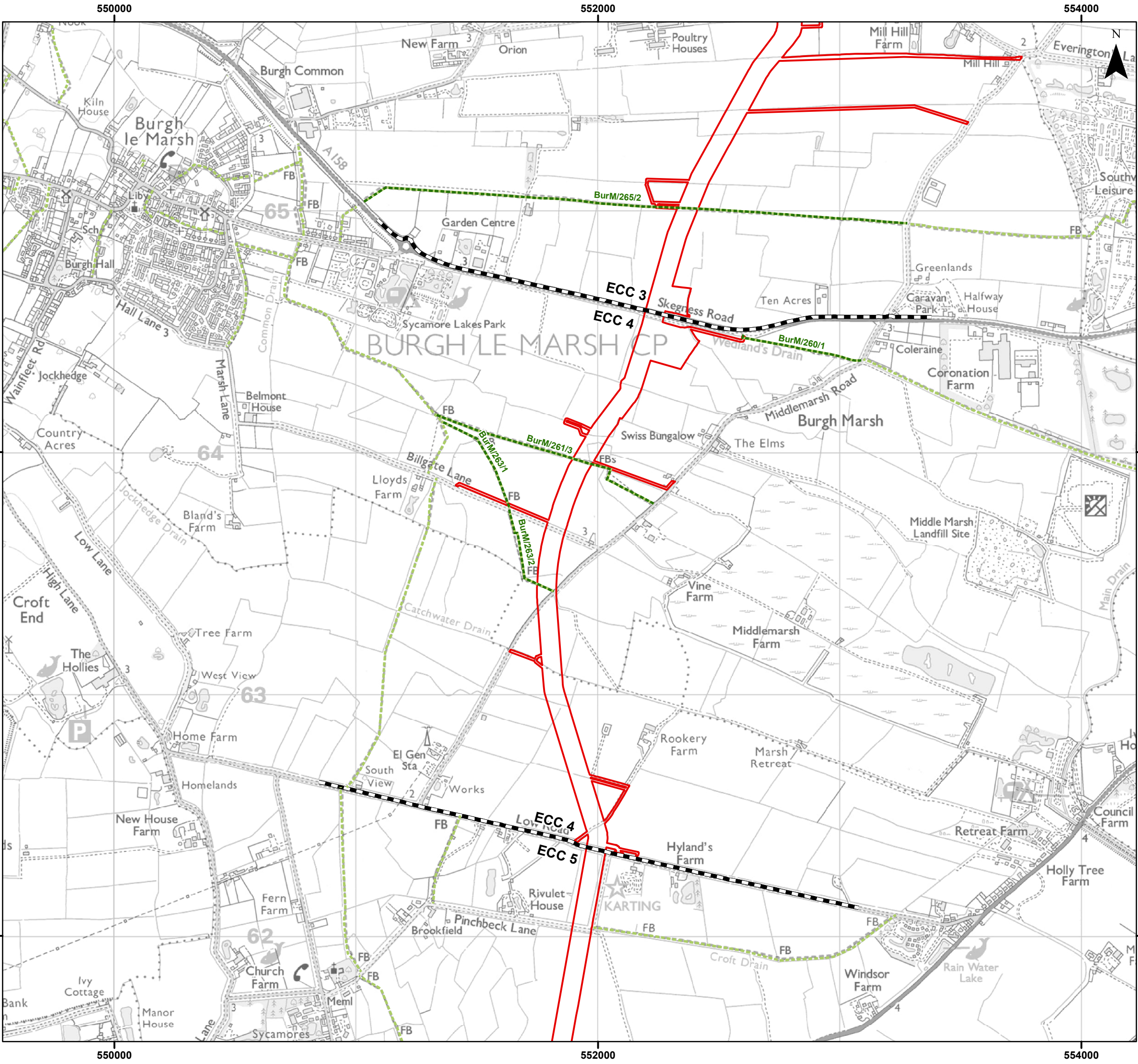
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Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.3



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Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

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Coordinate System: British National Grid

0 0.45 0.9 km

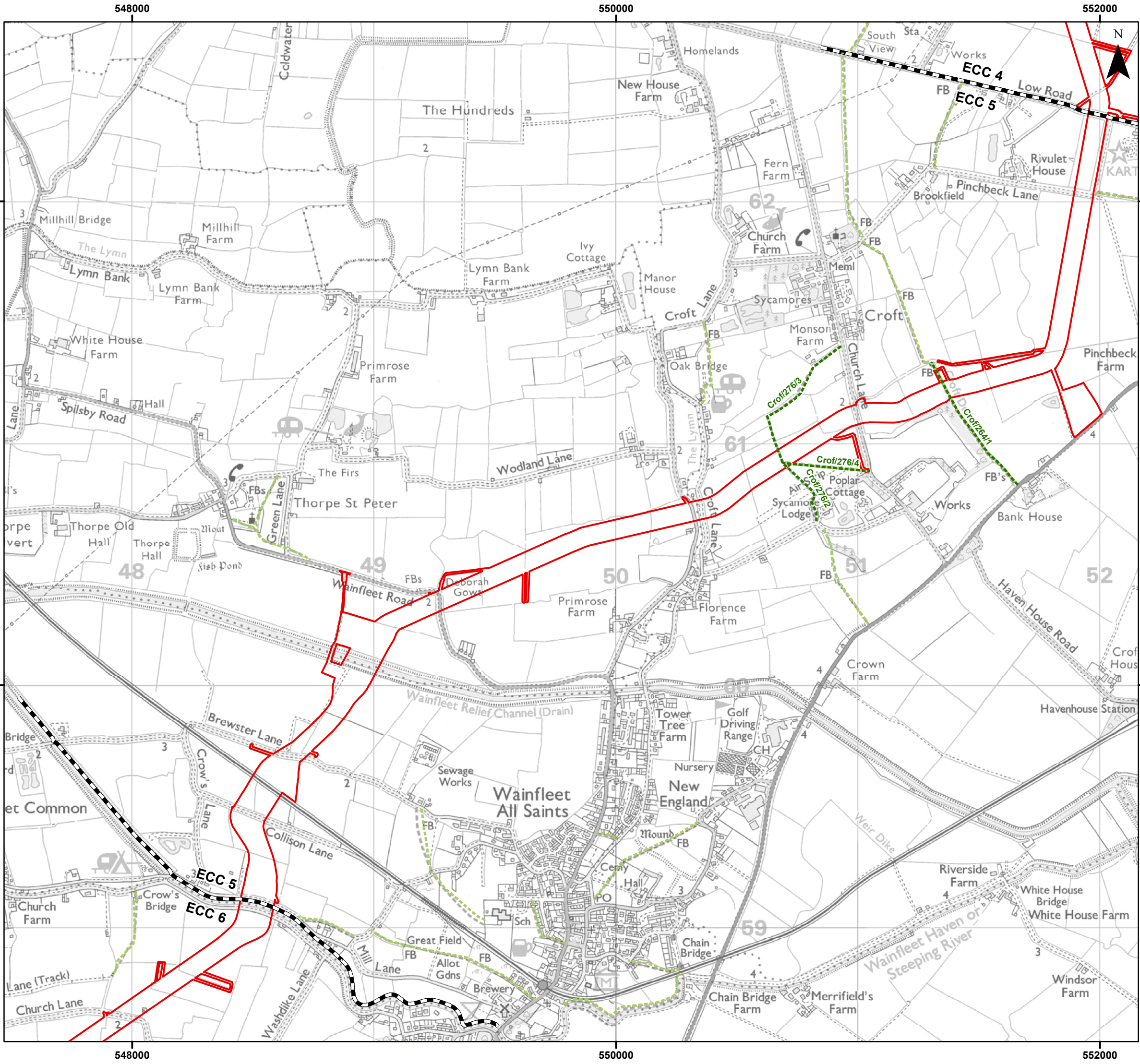
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Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.4



Date: 20/02/2025
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Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

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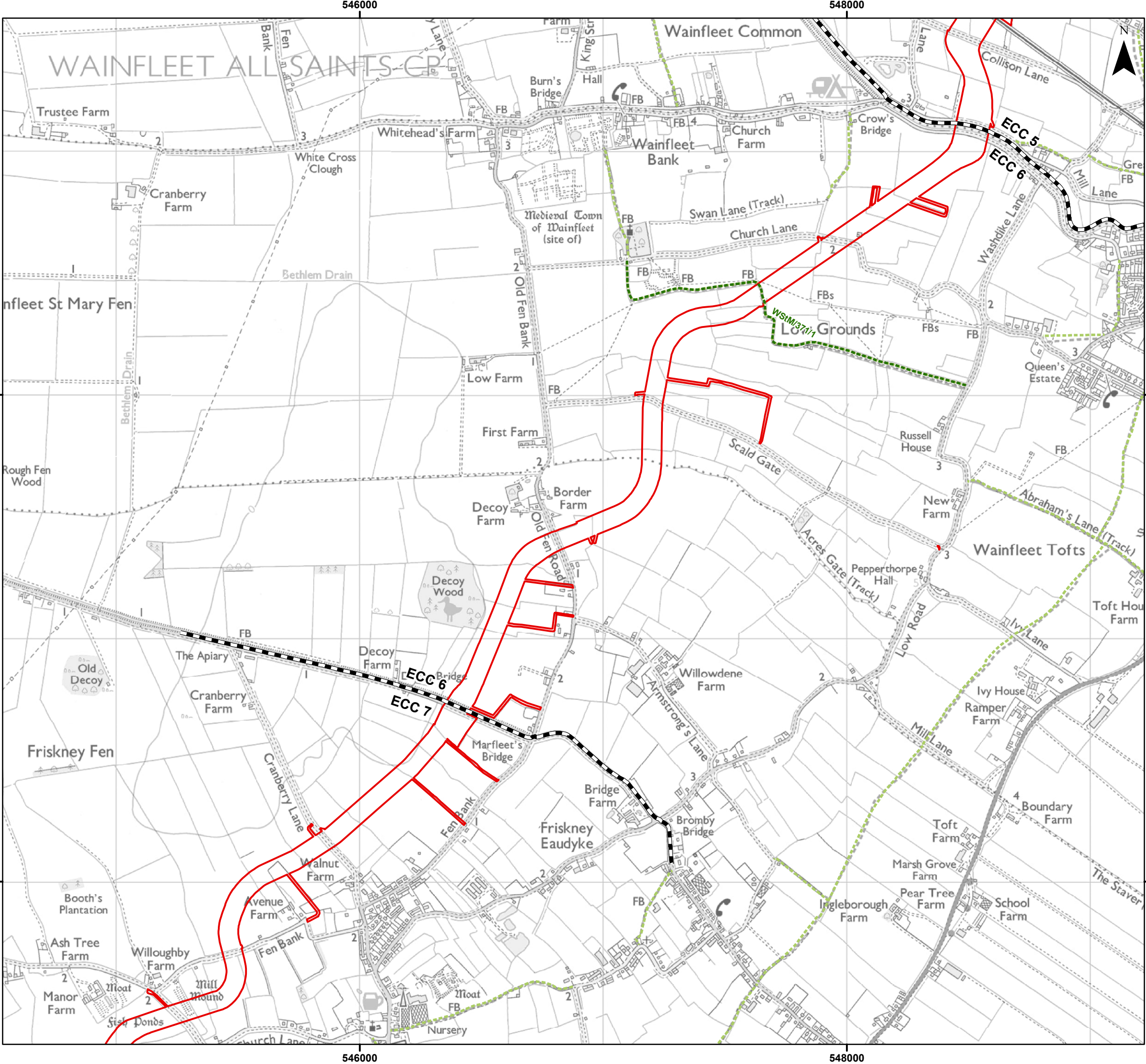
Coordinate System: British National Grid

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Scale: 1:15,000

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Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.5



Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

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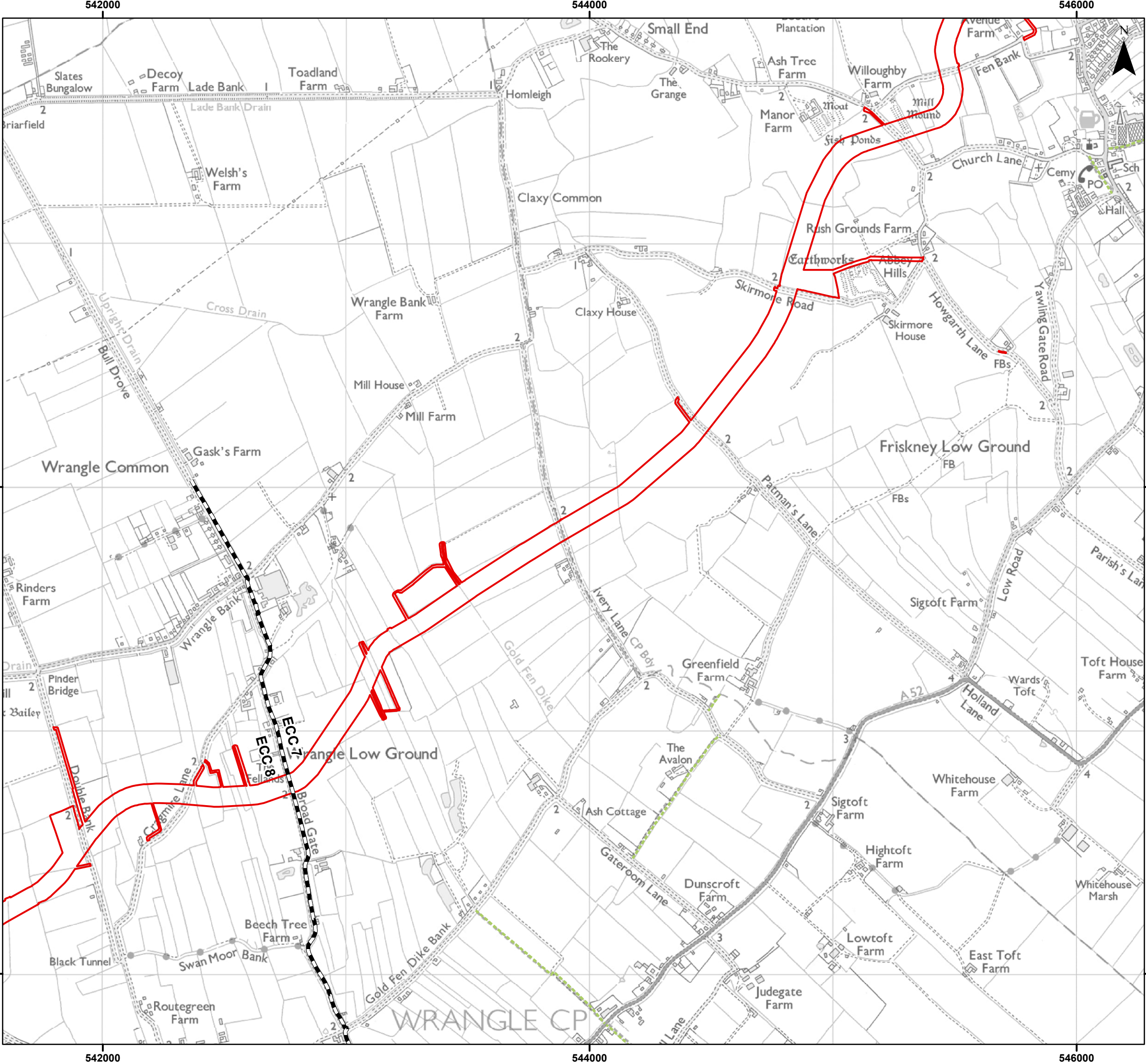
Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.6





Legend

-  Order Limits
-  Onshore Segment Break
-  Wider Public Right of Way Network

Sources:
Public Right of Way Data provided by Lincolnshire County Council
Natural England Copyright. Contains Ordnance Survey Data ©
Crown Copyright and Database Right [2025]

Note:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

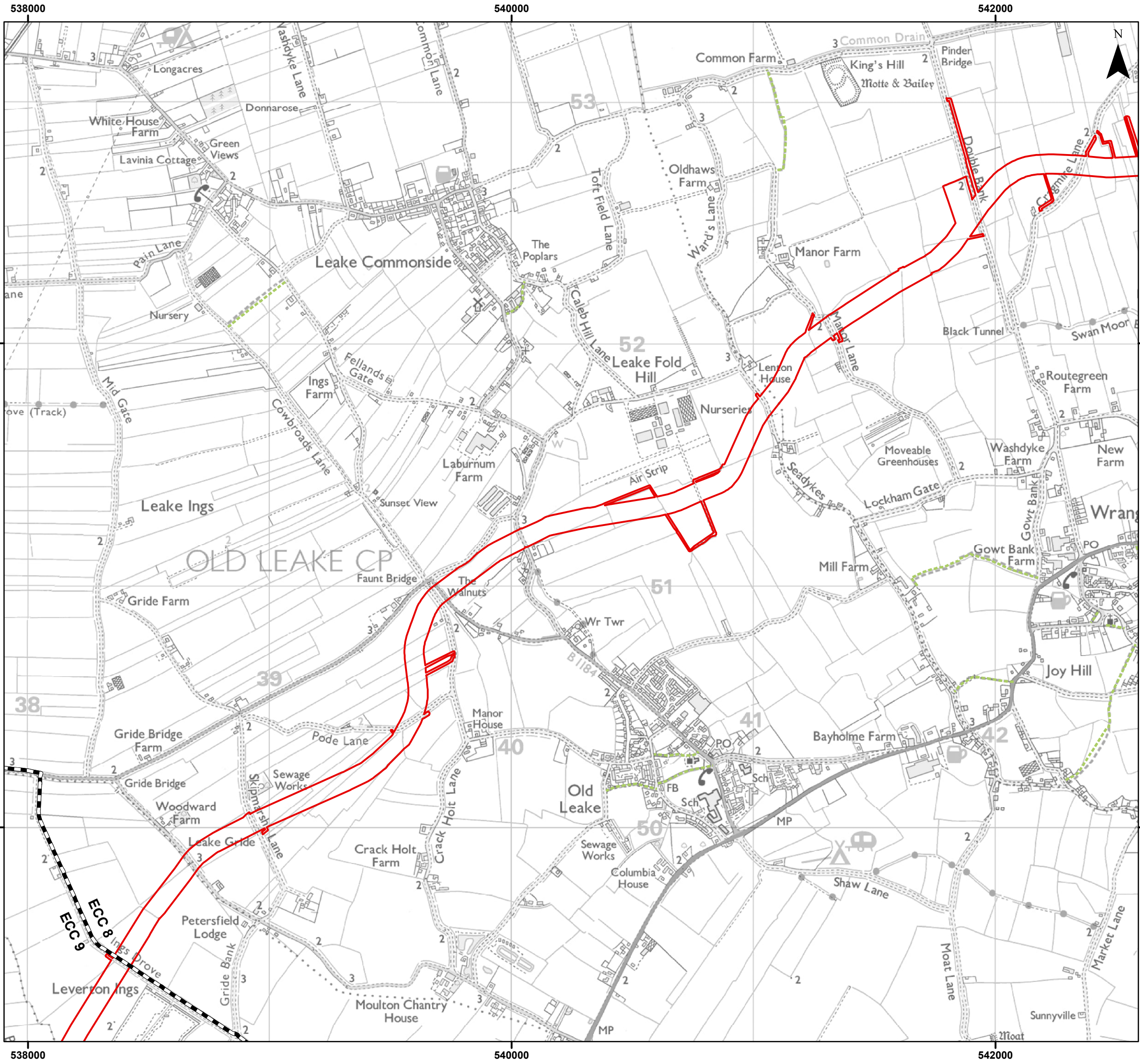
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.7



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Legend

- Order Limits
- - - Onshore Segment Break
- - - Wider Public Right of Way Network

Sources:
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Natural England Copyright. Contains Ordnance Survey Data ©
Crown Copyright and Database Right [2025]

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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

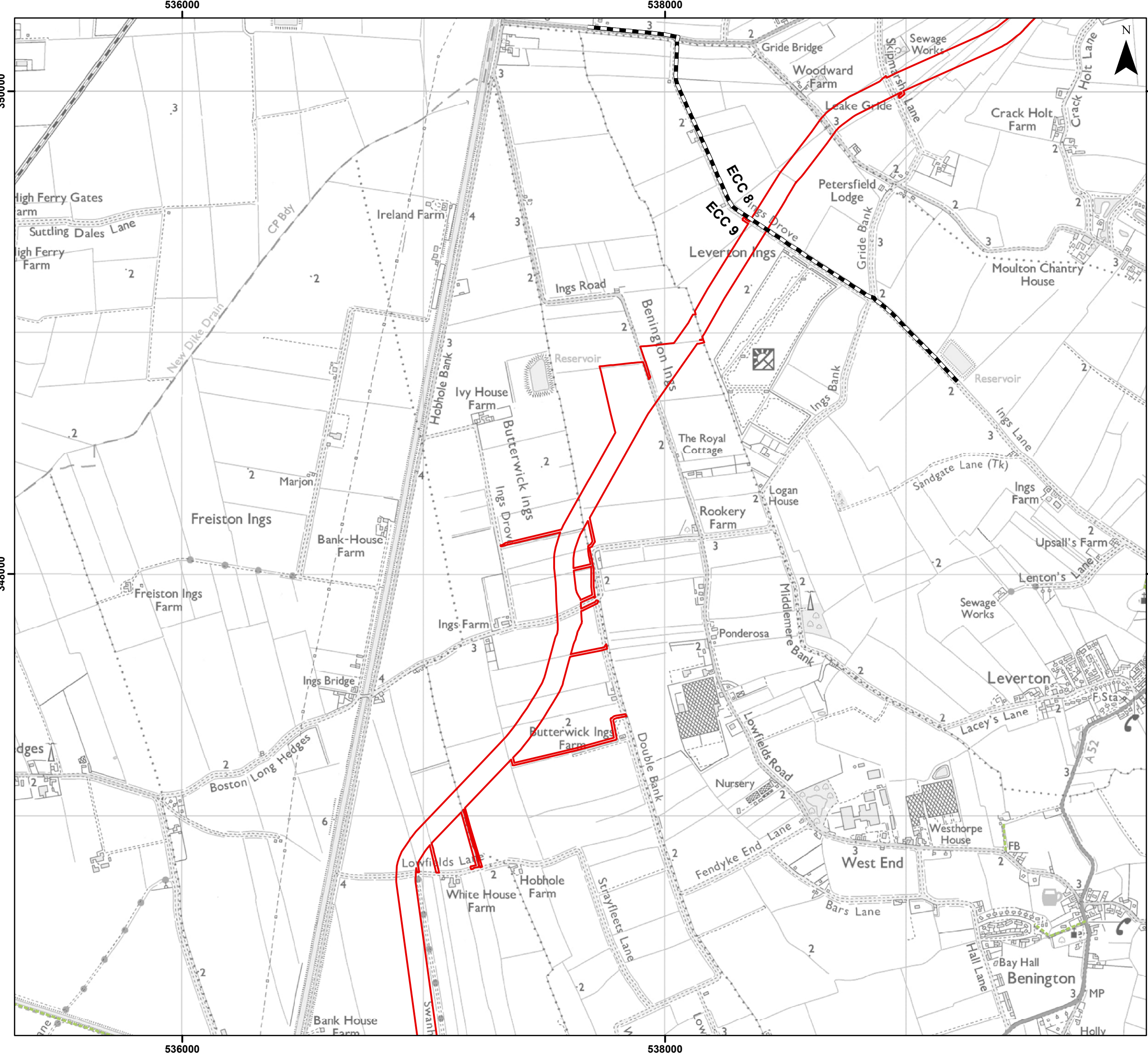
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.8



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Legend

- Order Limits
- Onshore Segment Break
- Wider Public Right of Way Network

Sources:
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Natural England Copyright. Contains Ordnance Survey Data ©
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

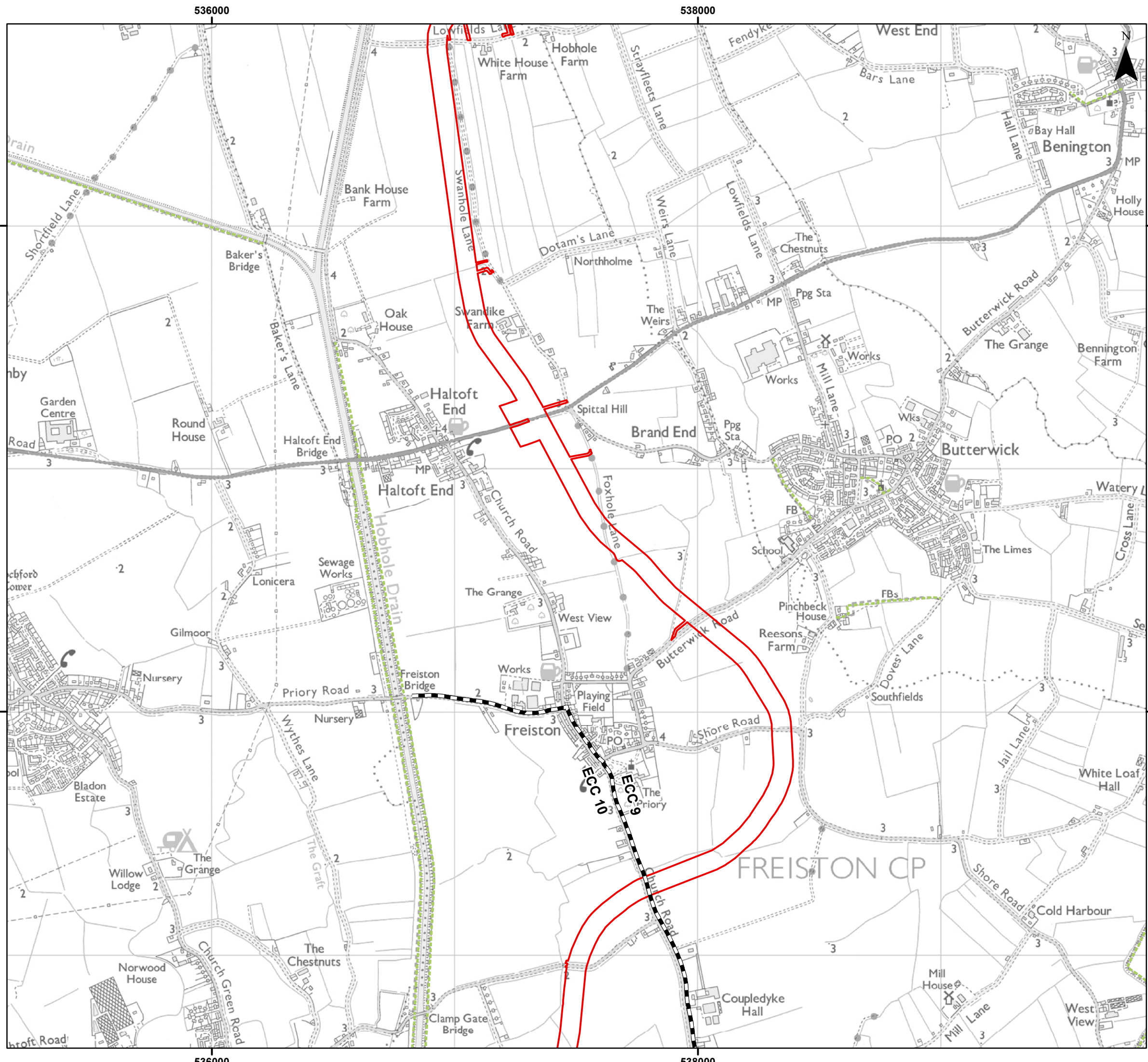
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.9



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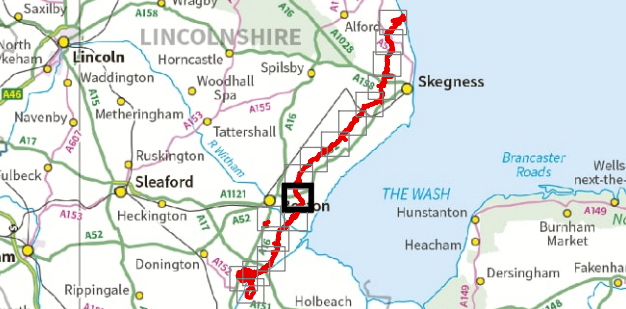


Legend

-  Order Limits
-  Onshore Segment Break
-  Wider Public Right of Way Network

Sources:
Public Right of Way Data provided by Lincolnshire County Council
Natural England Copyright. Contains Ordnance Survey Data ©
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Coordinate System: British National Grid

0 0.45 0.9 km

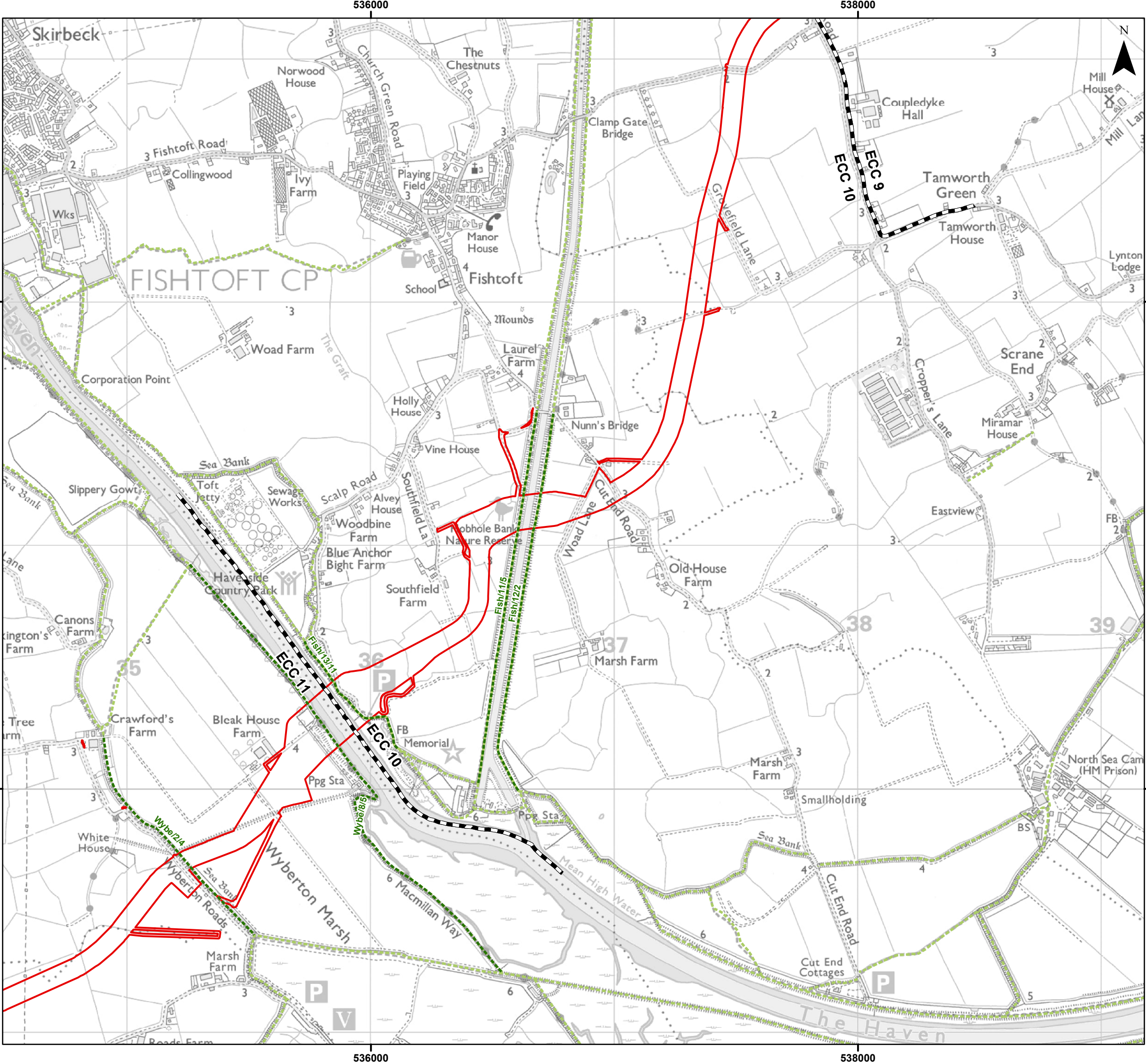
Scale: 1:15,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.10



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Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
Public Right of Way Data provided by Lincolnshire County Council
Natural England Copyright. Contains Ordnance Survey Data ©
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Note:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

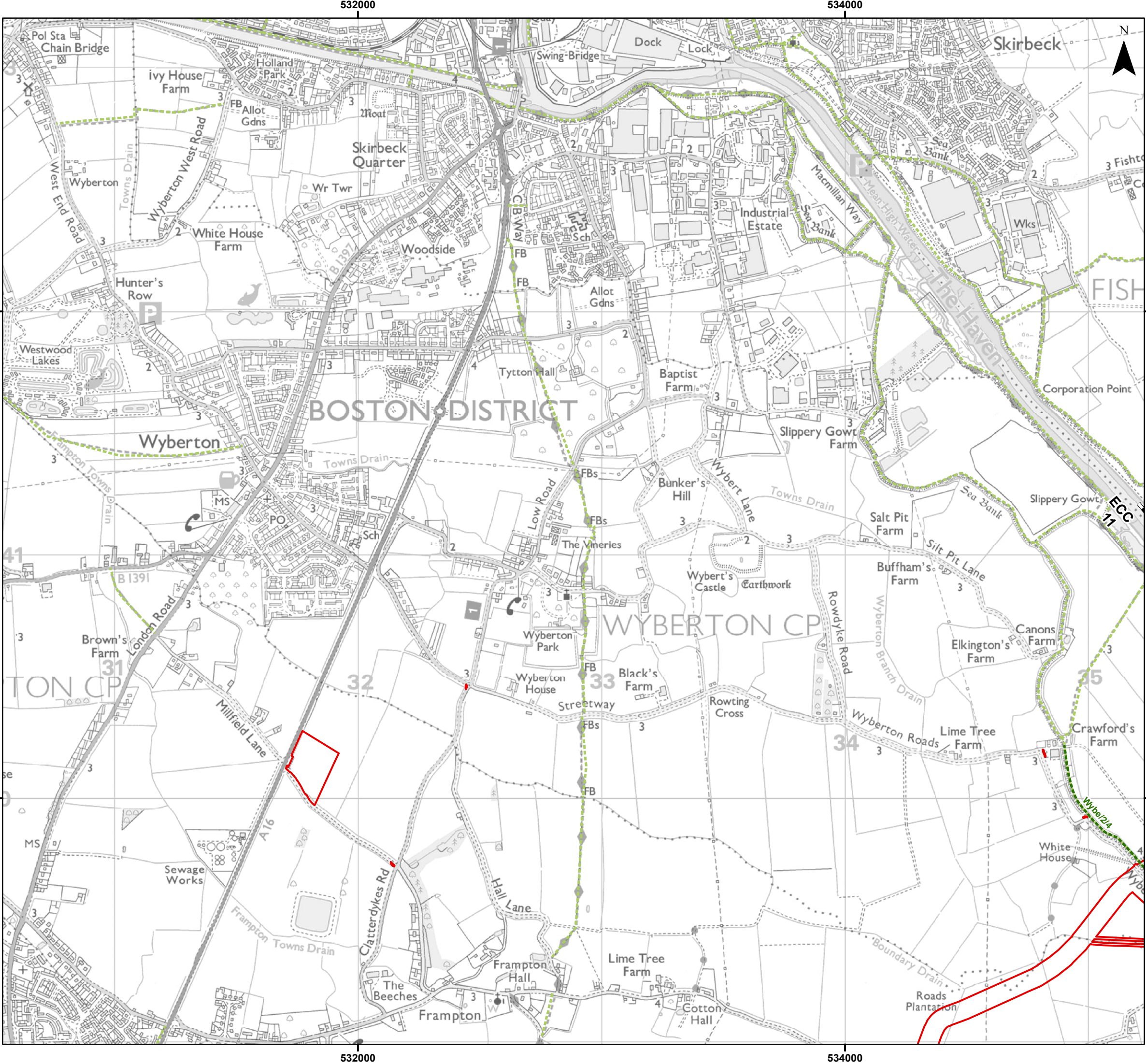
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.11



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Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.12

532000

534000

532000

534000



Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid
0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way

Figure 1.13

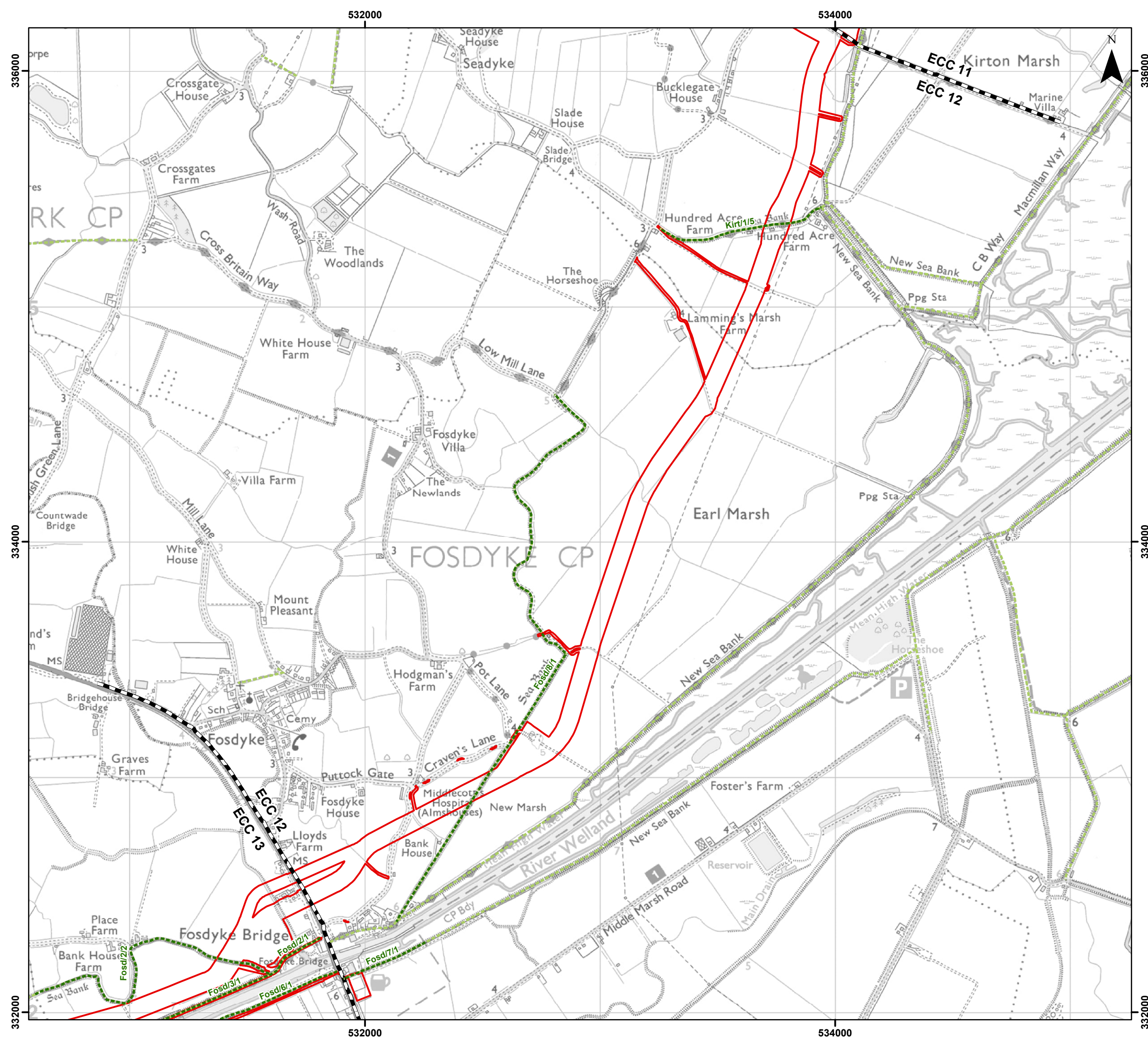


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Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

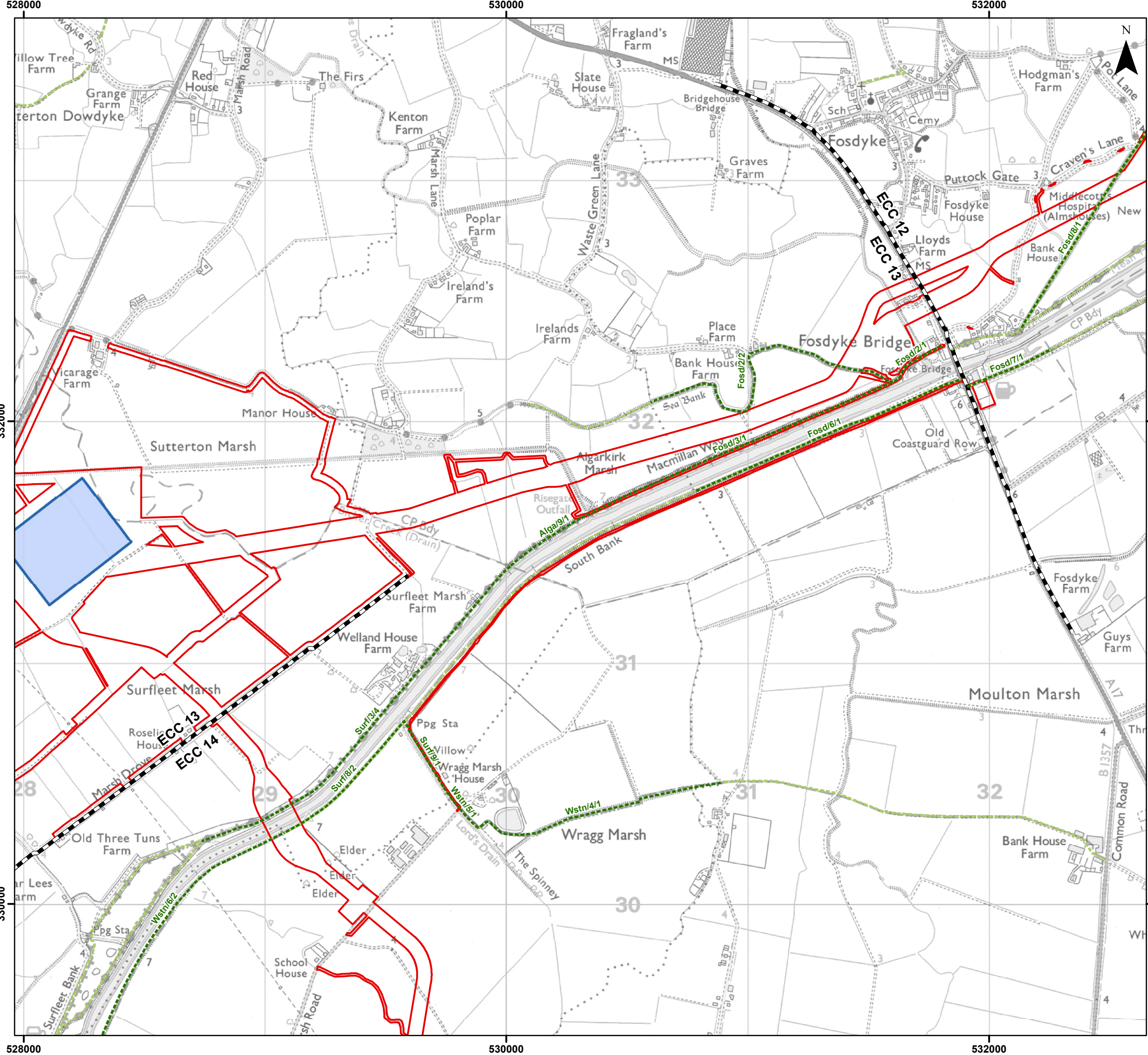
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.14

OUTER DOWSING
OFFSHORE WIND

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Legend

- Order Limits
- Onshore Segment Break
- Onshore Substation (OnSS) Footprint
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way

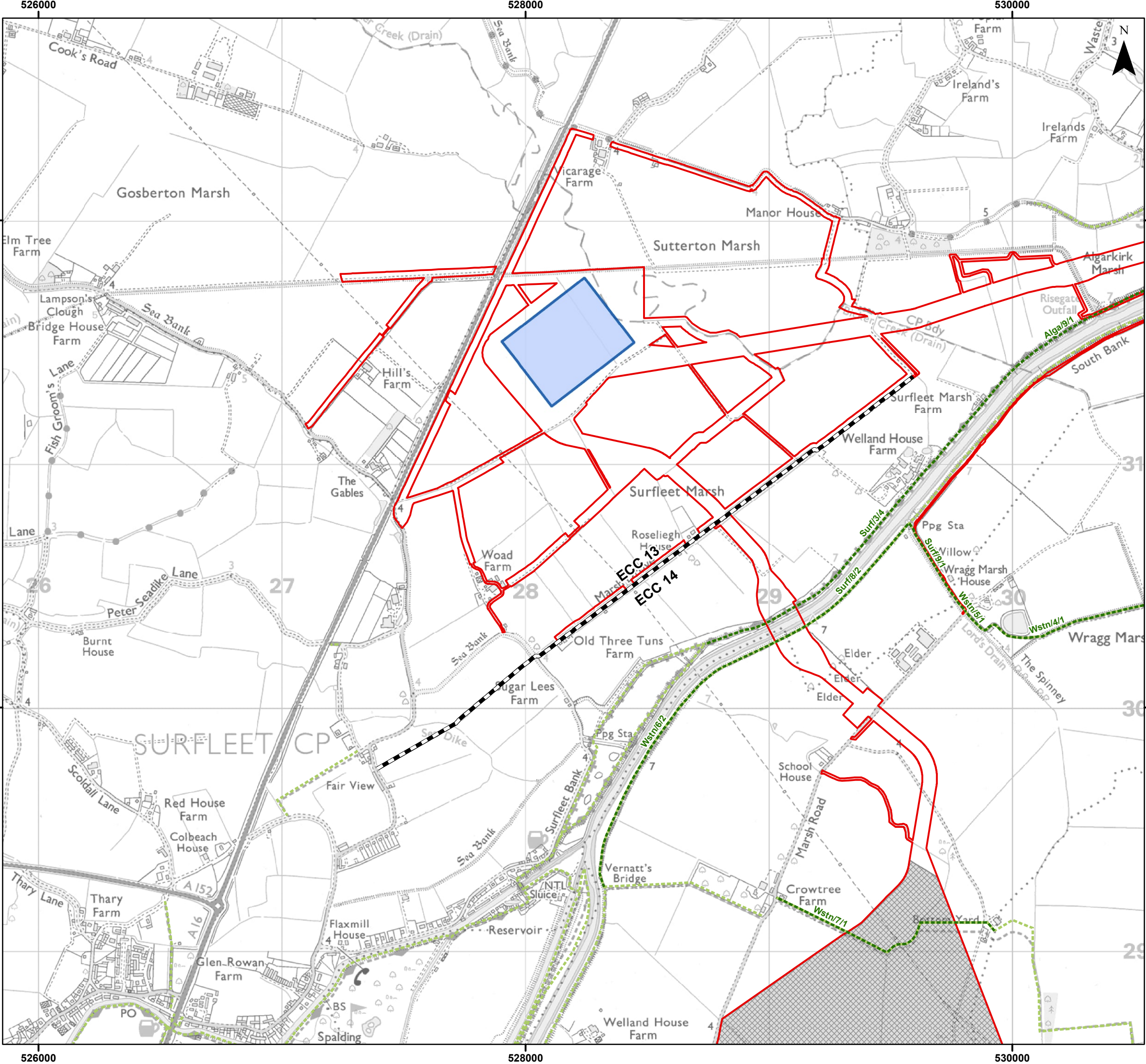
Figure 1.15



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Legend

- Order Limits
- Onshore Segment Break
- Onshore Substation (OnSS) Footprint
- Connection Area
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

Sources:
Public Right of Way Data provided by Lincolnshire County Council
Natural England Copyright. Contains Ordnance Survey Data ©
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Note:
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Coordinate System: British National Grid

0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

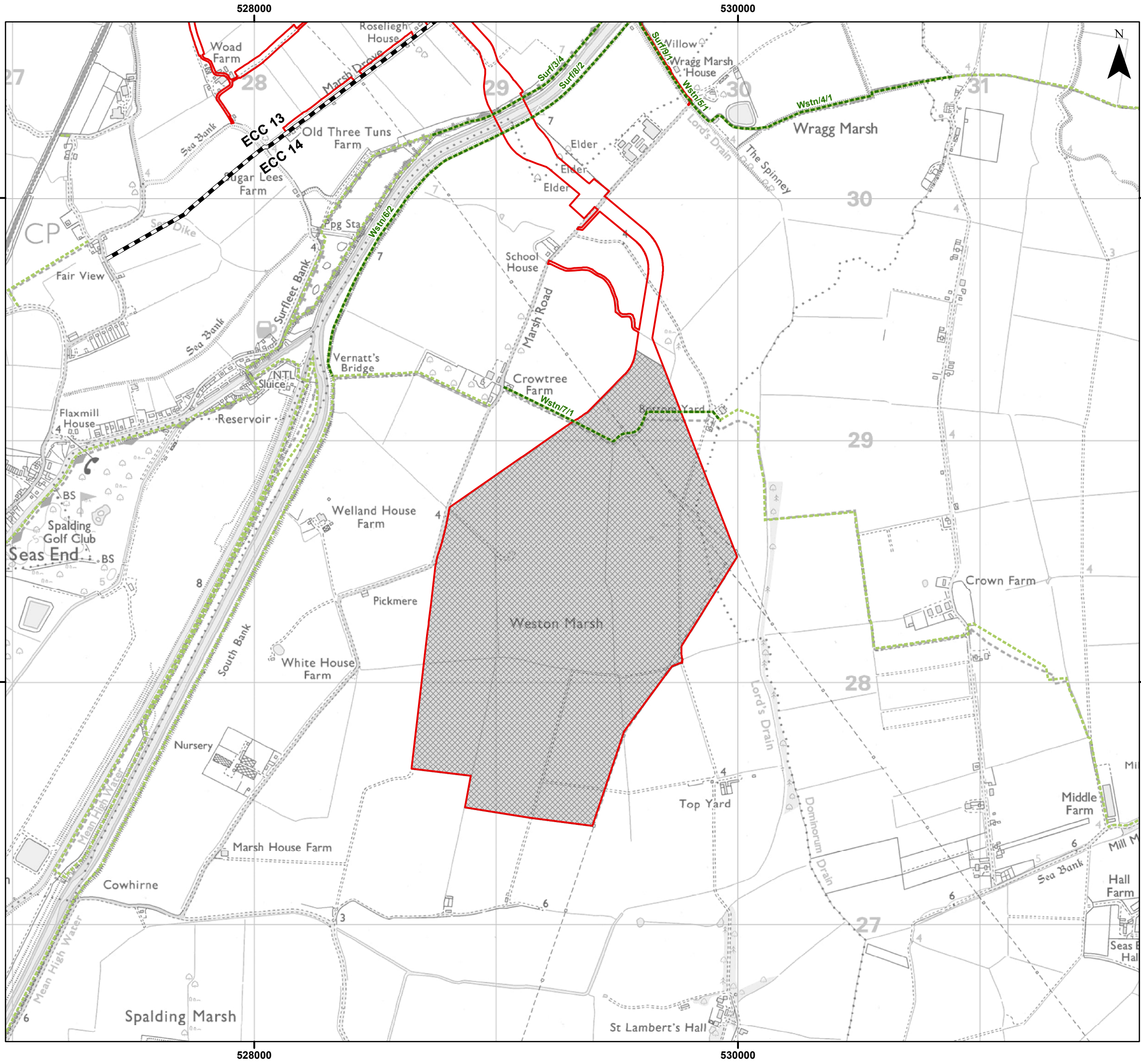
Outline Plans
Outline Public Access Management Plan
Public Rights of Way
Figure 1.16



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Legend

- Order Limits
- Onshore Segment Break
- Connection Area
- Public Right of Way Intersecting with Order Limits
- Wider Public Right of Way Network

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Coordinate System: British National Grid
0 0.45 0.9 km

Scale: 1:15,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way

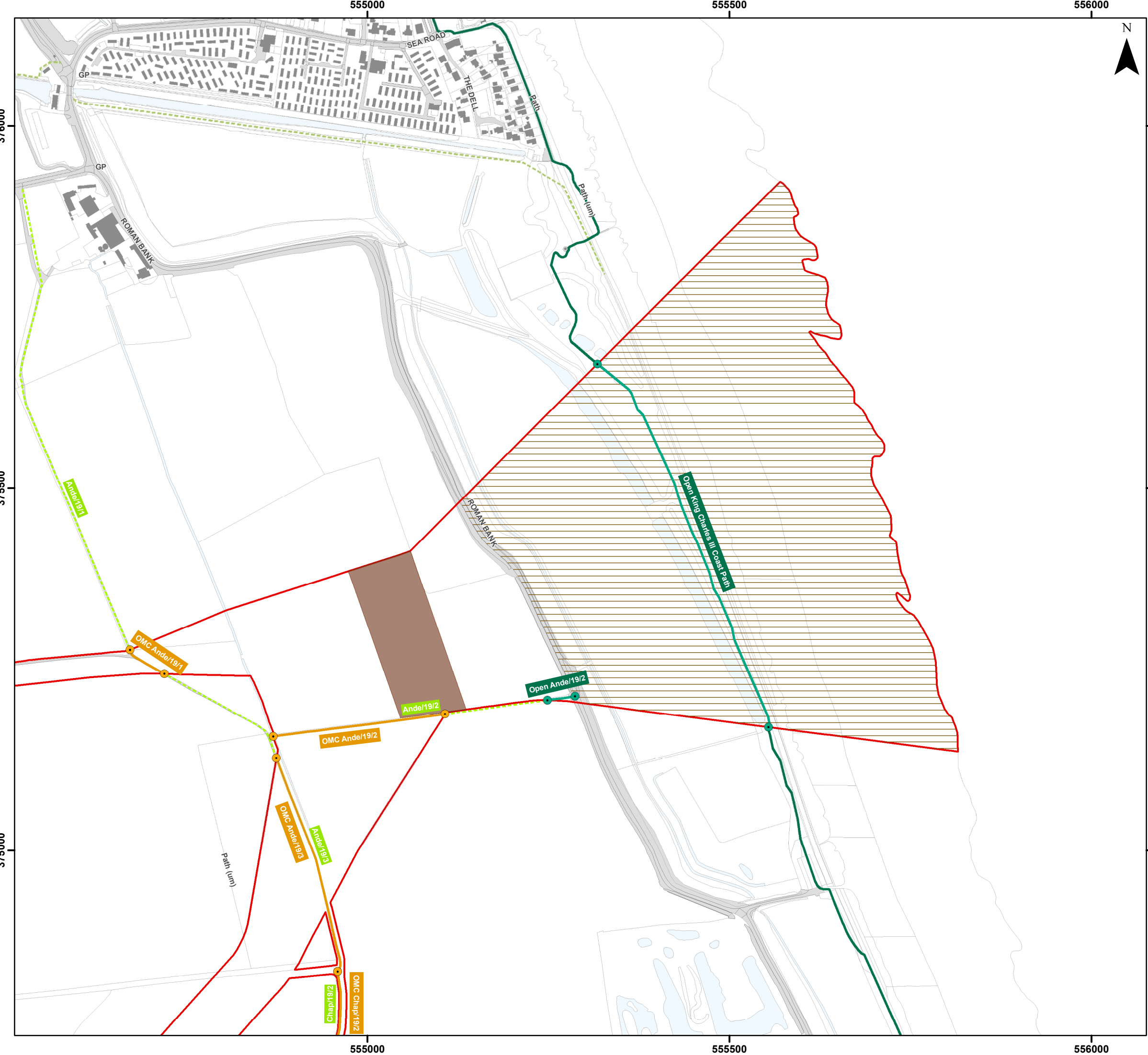
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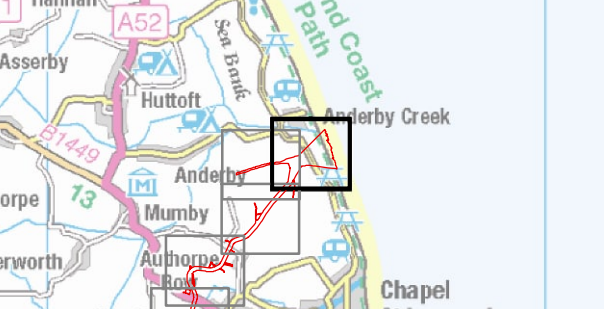


Legend

- Order Limits
- Landfall Trenchless Works Area
- Transition Joint Bay Area
- King Charles III England Coast Path (National Trail)
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
 - Open - No Impact
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)
 - Open - No Impact (Open)

Sources:
Public Right of Way Data provided by Lincolnshire County Council
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Note:
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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.1

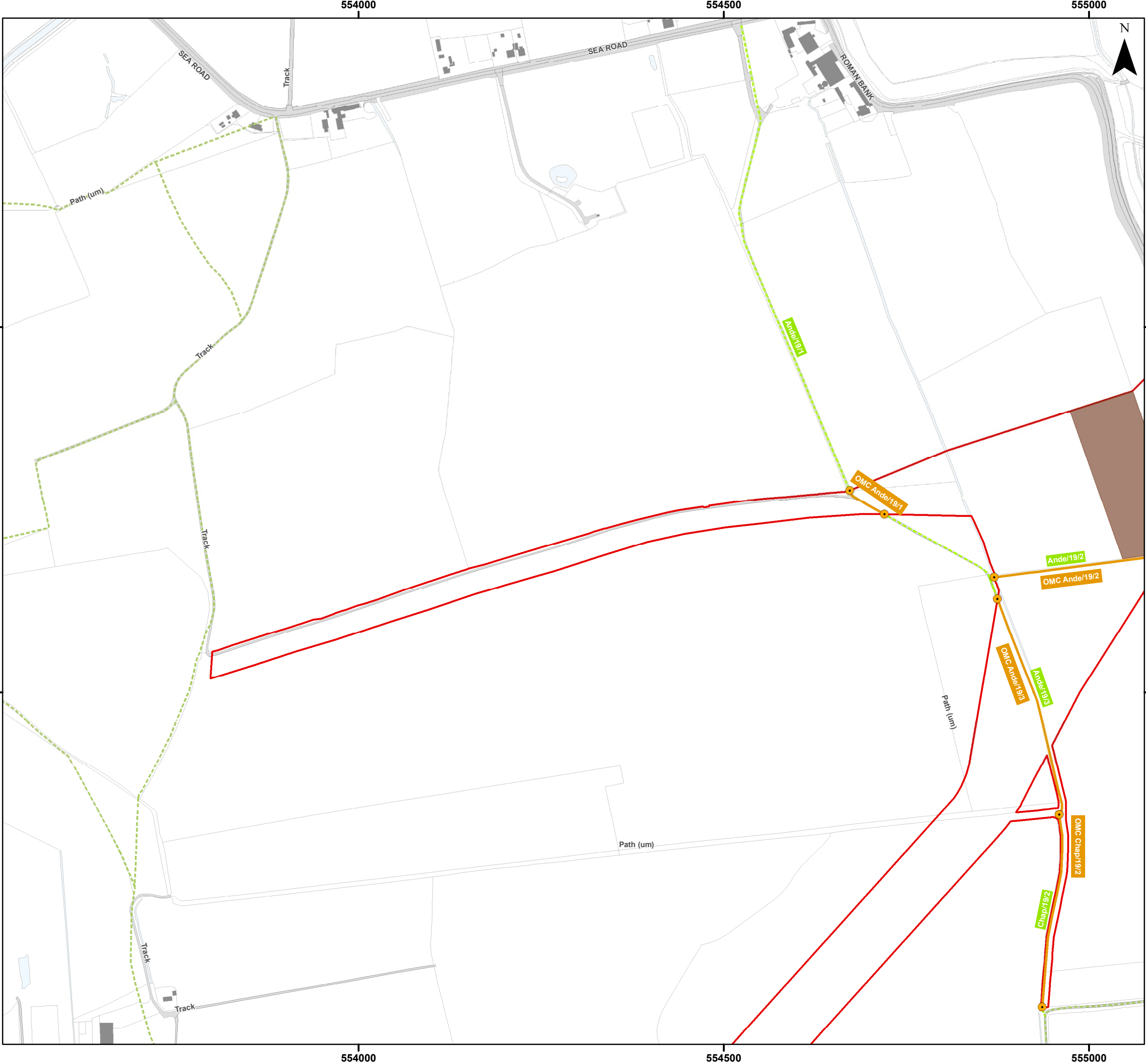


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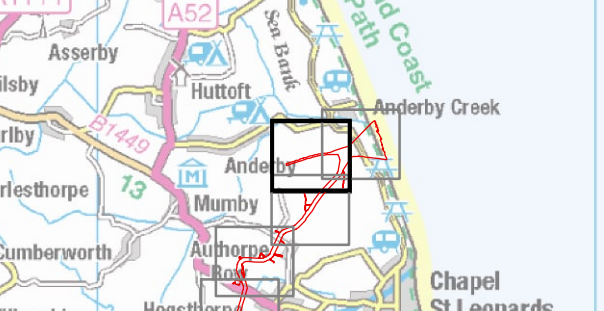


Legend

- Order Limits
- Transition Joint Bay Area
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

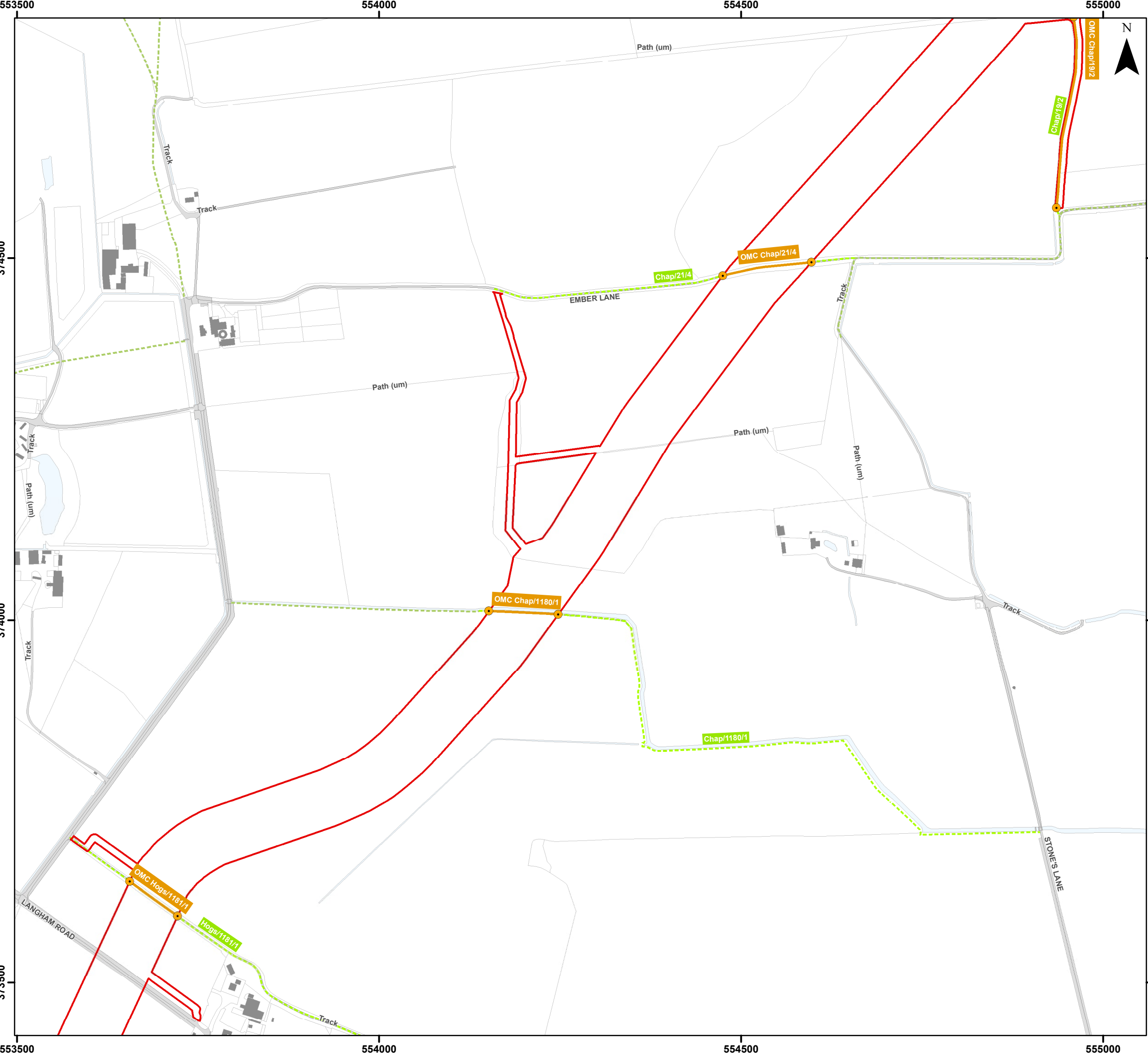
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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.2

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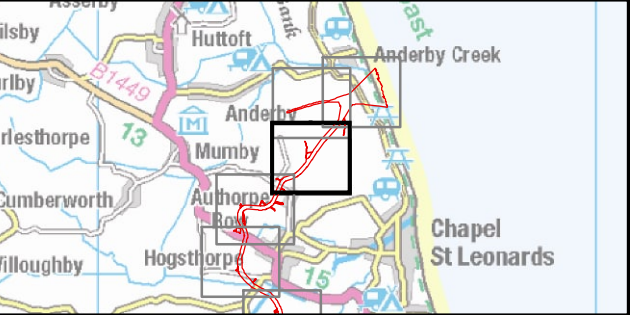


Legend

- Order Limits
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

Sources:
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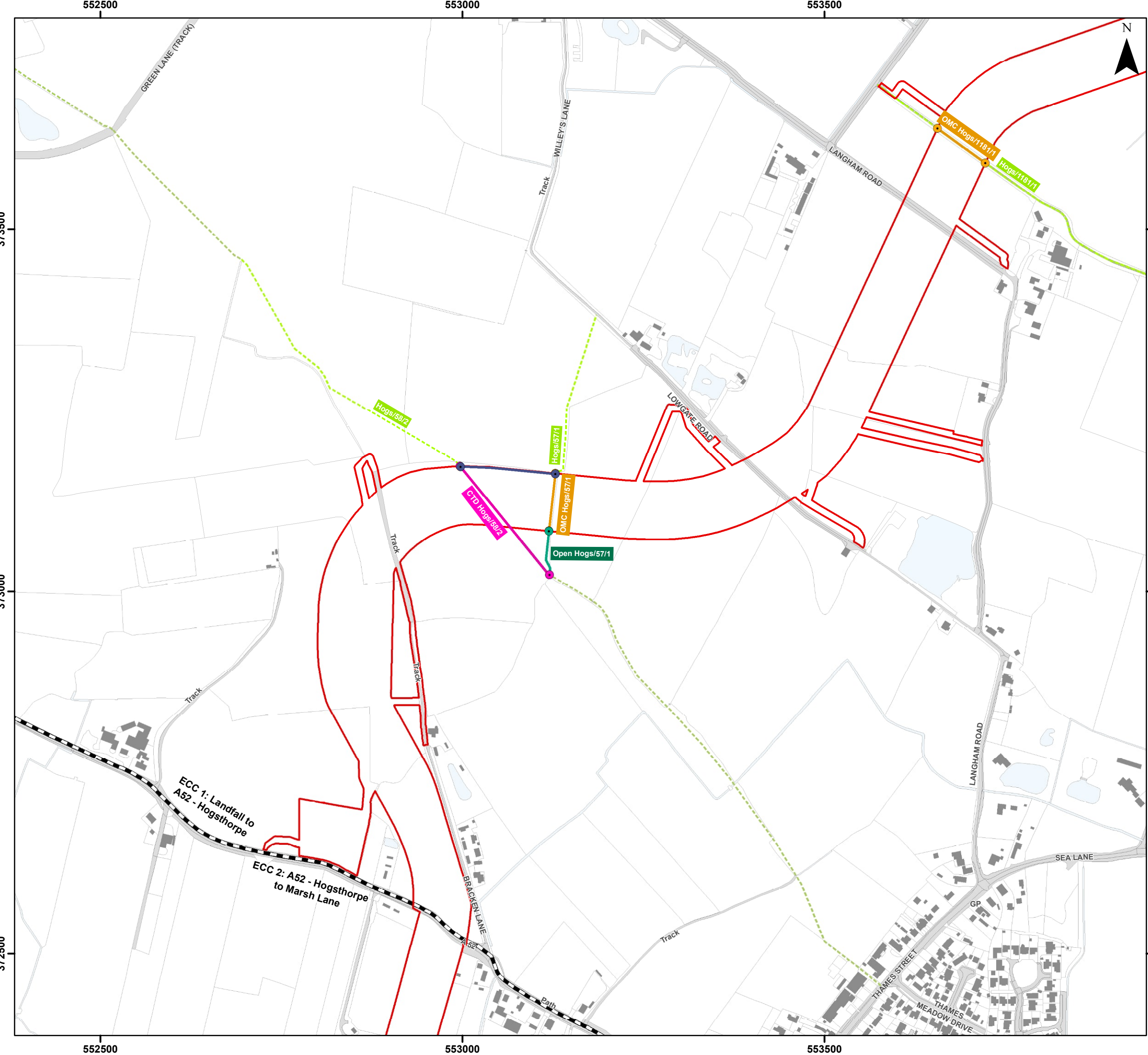
Note:
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Coordinate System: British National Grid
0 50 100 200 Metres
Scale: 1:5,000
A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way Management
Figure 2.3





Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network

Public Right of Way Management - Stopping Up Location

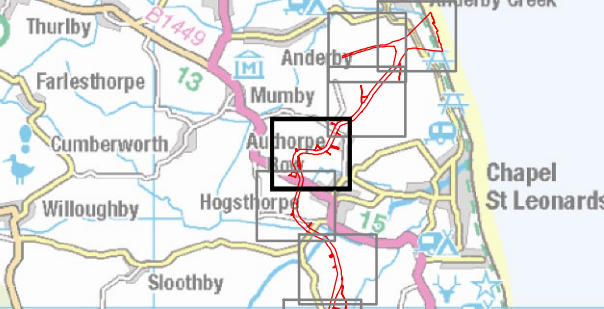
- Closed - Temporary Diversion
- Diversion
- Open - Managed Crossing
- Open - No Impact

Public Right of Way Management

- Closed - Temporary Diversion (CTD)
- Diversion (DIV)
- Open - Managed Crossing (OMC)
- Open - No Impact (Open)

Sources:
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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.4

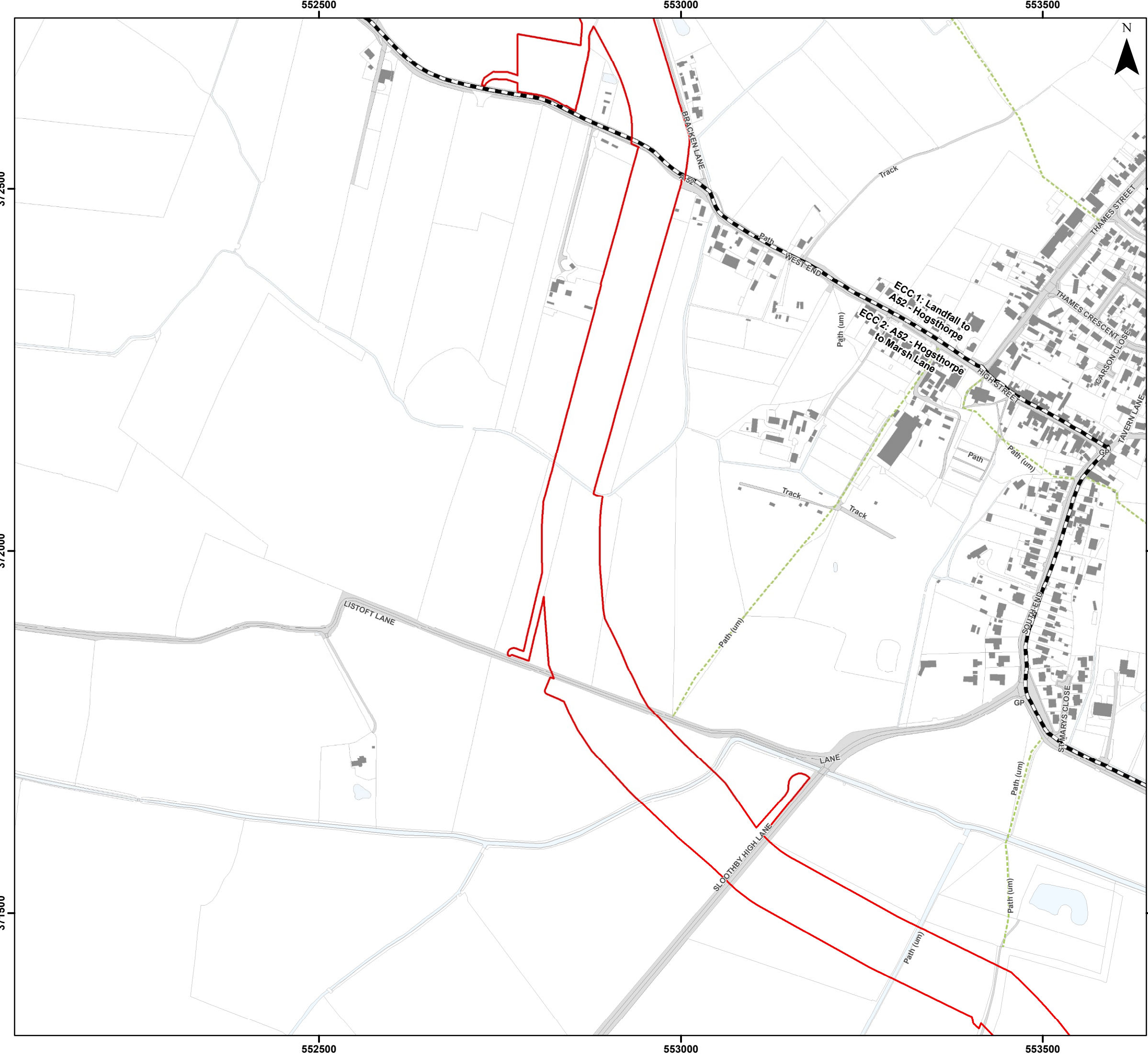


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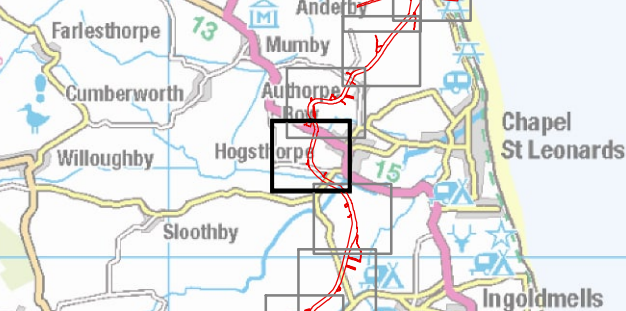


Legend

- Order Limits
- Onshore Segment Break
- Wider Public Right of Way Network

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

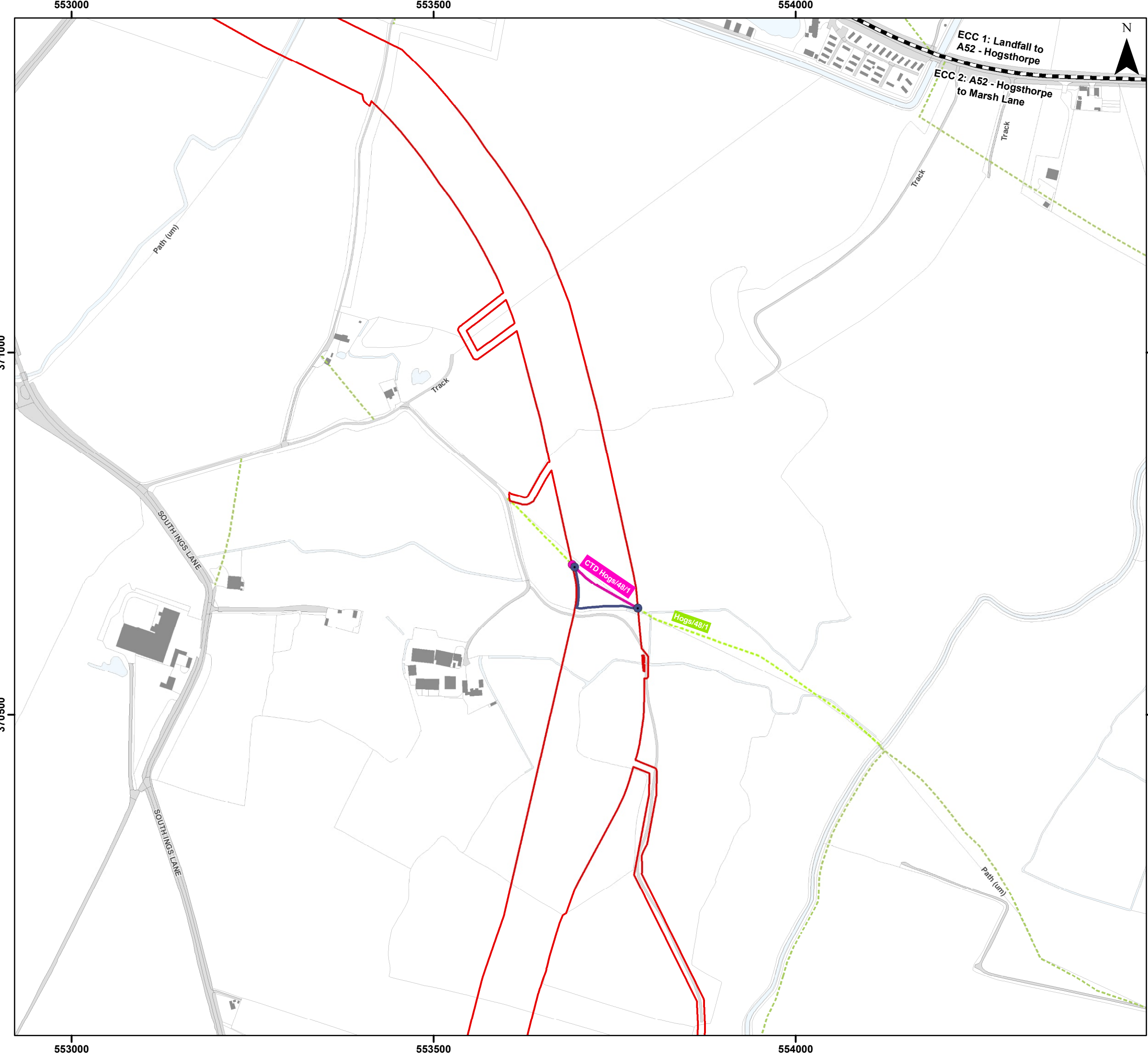
Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.5



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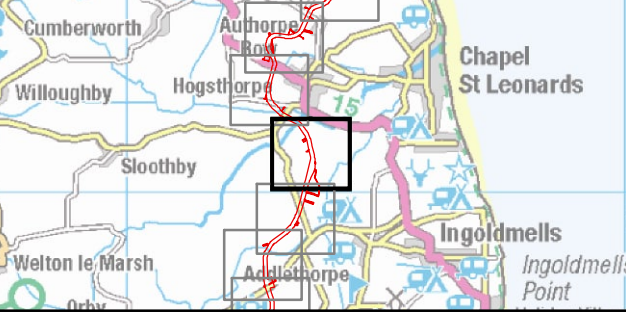


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Closed - Temporary Diversion
 - Diversion
- Public Right of Way Management**
 - Closed - Temporary Diversion (CTD)
 - Diversion (DIV)

Sources:
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Note:
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Coordinate System: British National Grid
0 50 100 200 Metres

Scale: 1:5,000 A3 Page Size

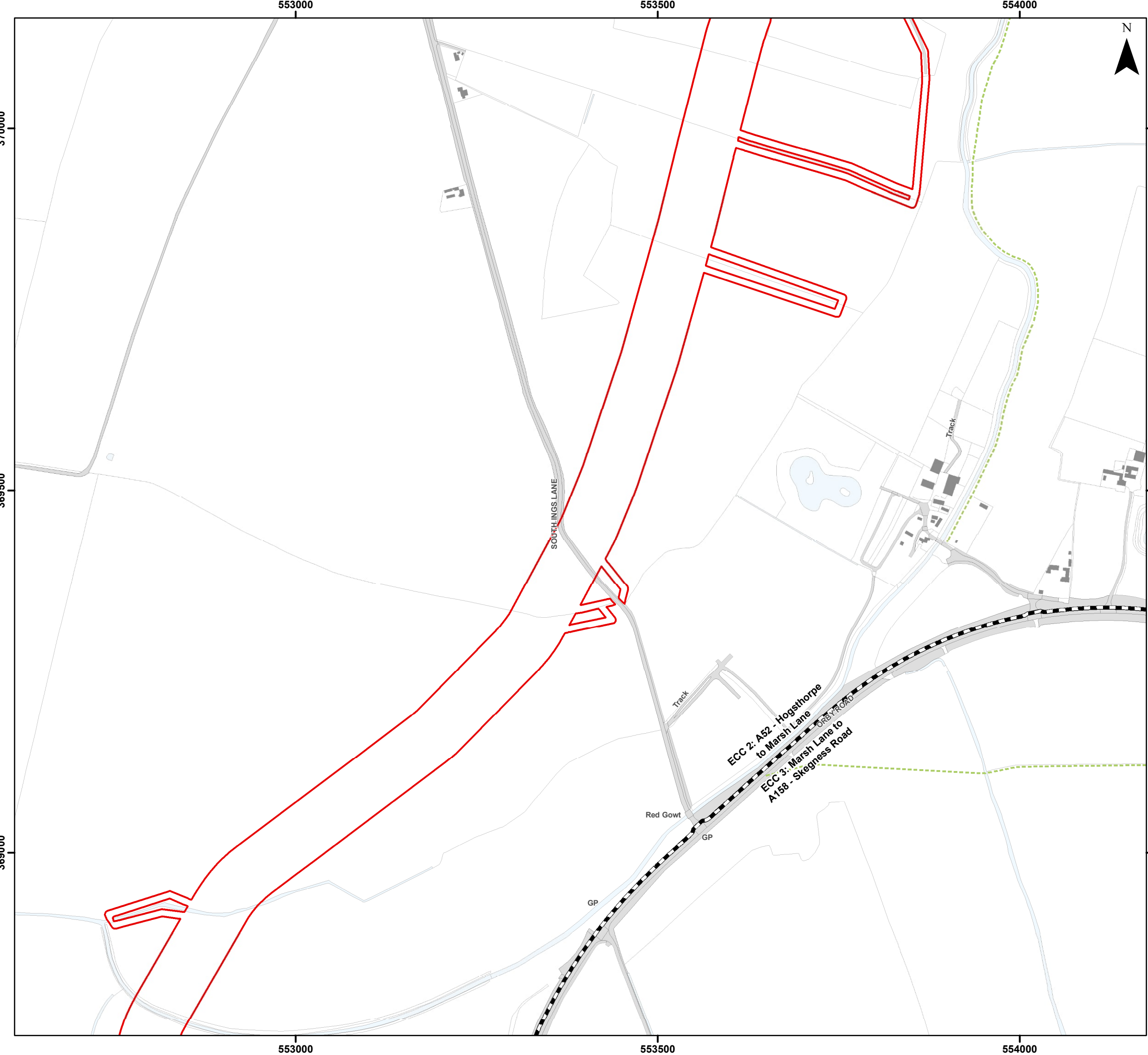
Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.6



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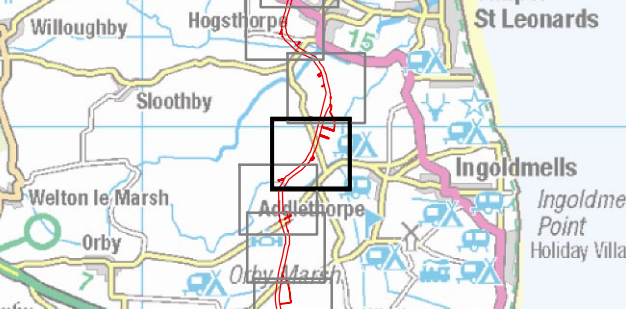


Legend

-  Order Limits
-  Onshore Segment Break
-  Wider Public Right of Way Network

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

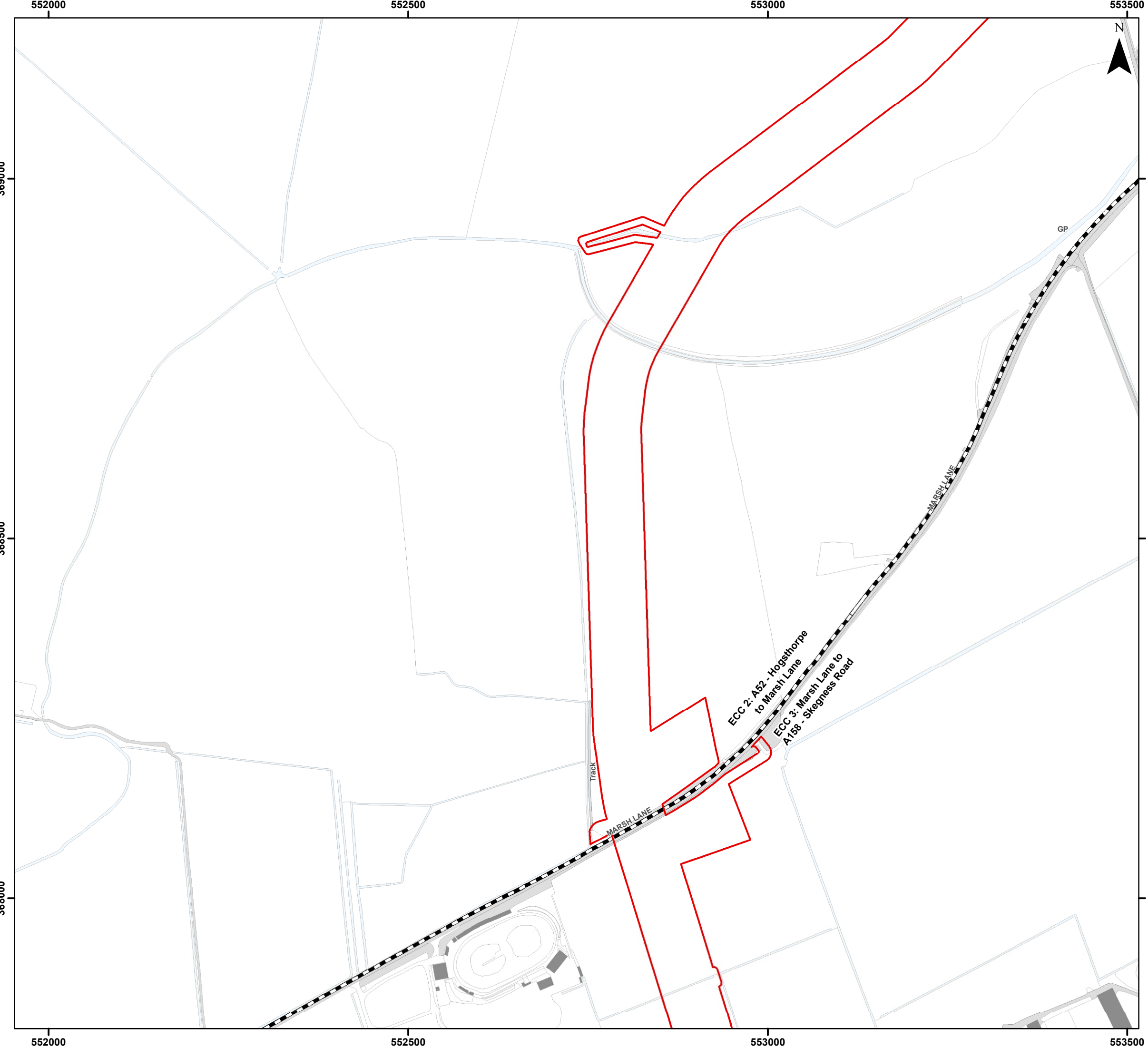
A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.7



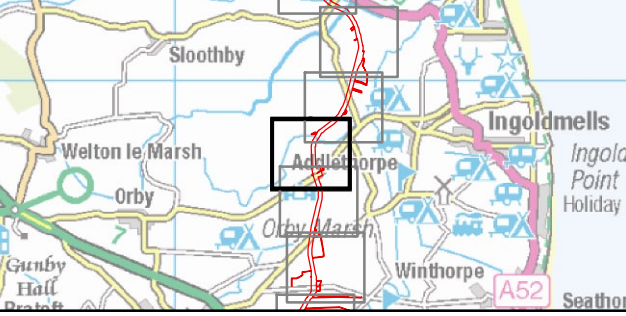


Legend

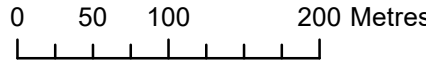
-  Order Limits
-  Onshore Segment Break

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Coordinate System: British National Grid



Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.8



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552500

553000

553500

N



368000

367500

367000

552500

553000

553500

ECC 2: A52 - Hogsthorpe
to Marsh Lane

ECC 3: Marsh Lane to
A158 - Skegness Road

Track

MARSH LANE

Track

Track

ROAD

Legend



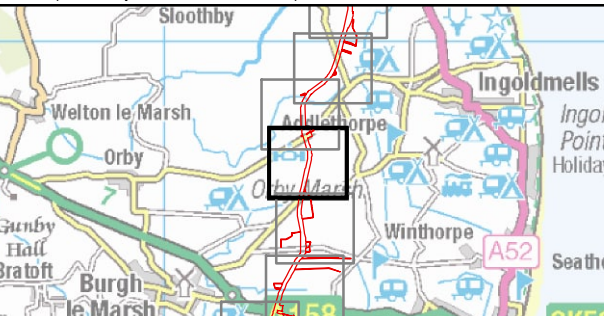
Order Limits



Onshore Segment Break

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.9

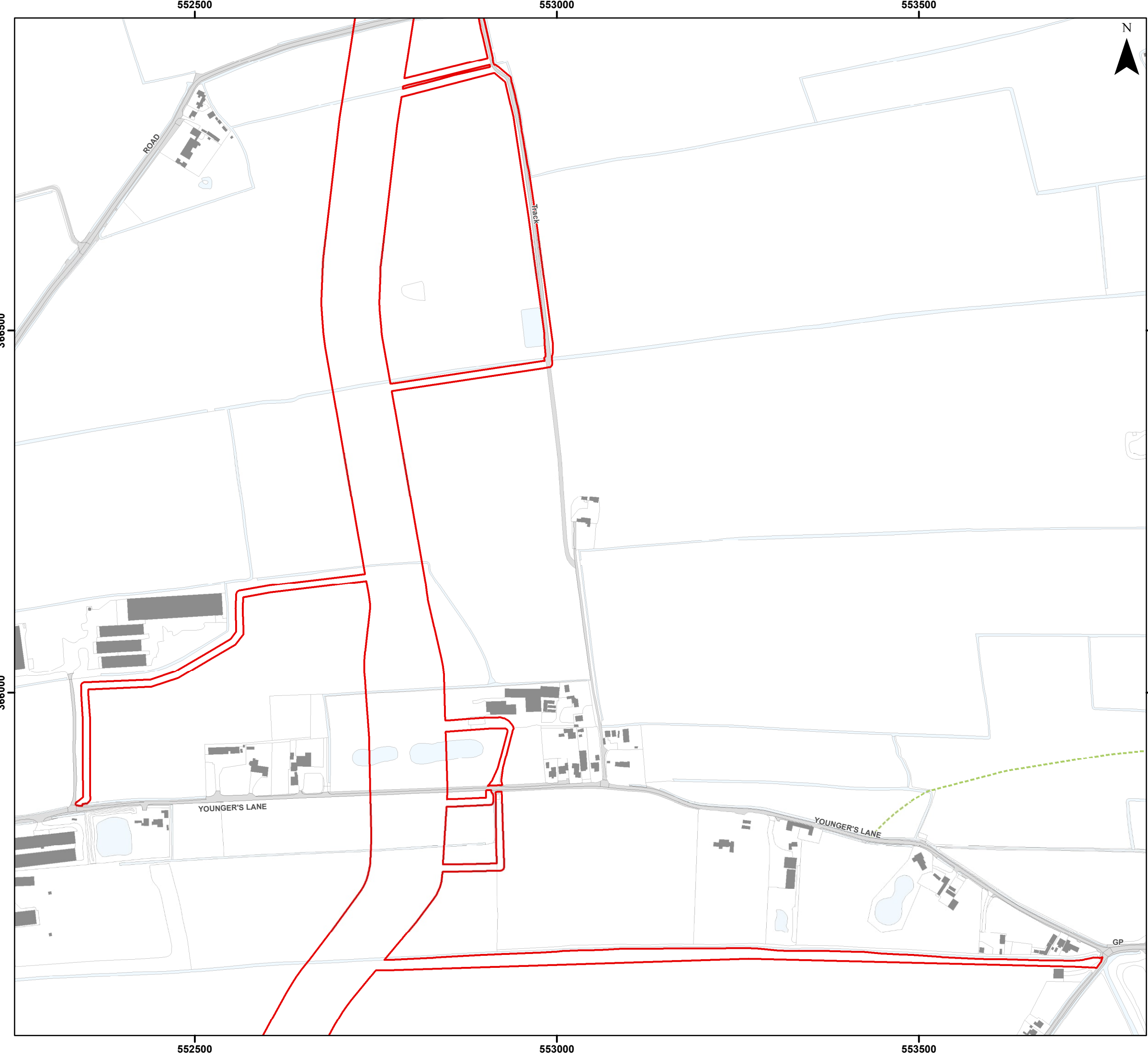


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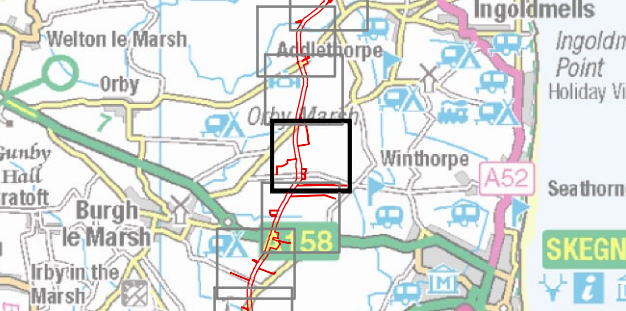


Legend

-  Order Limits
-  Wider Public Right of Way Network

Sources:
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Note:
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The data provided by LCC is the definitive footpath information.



Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.10



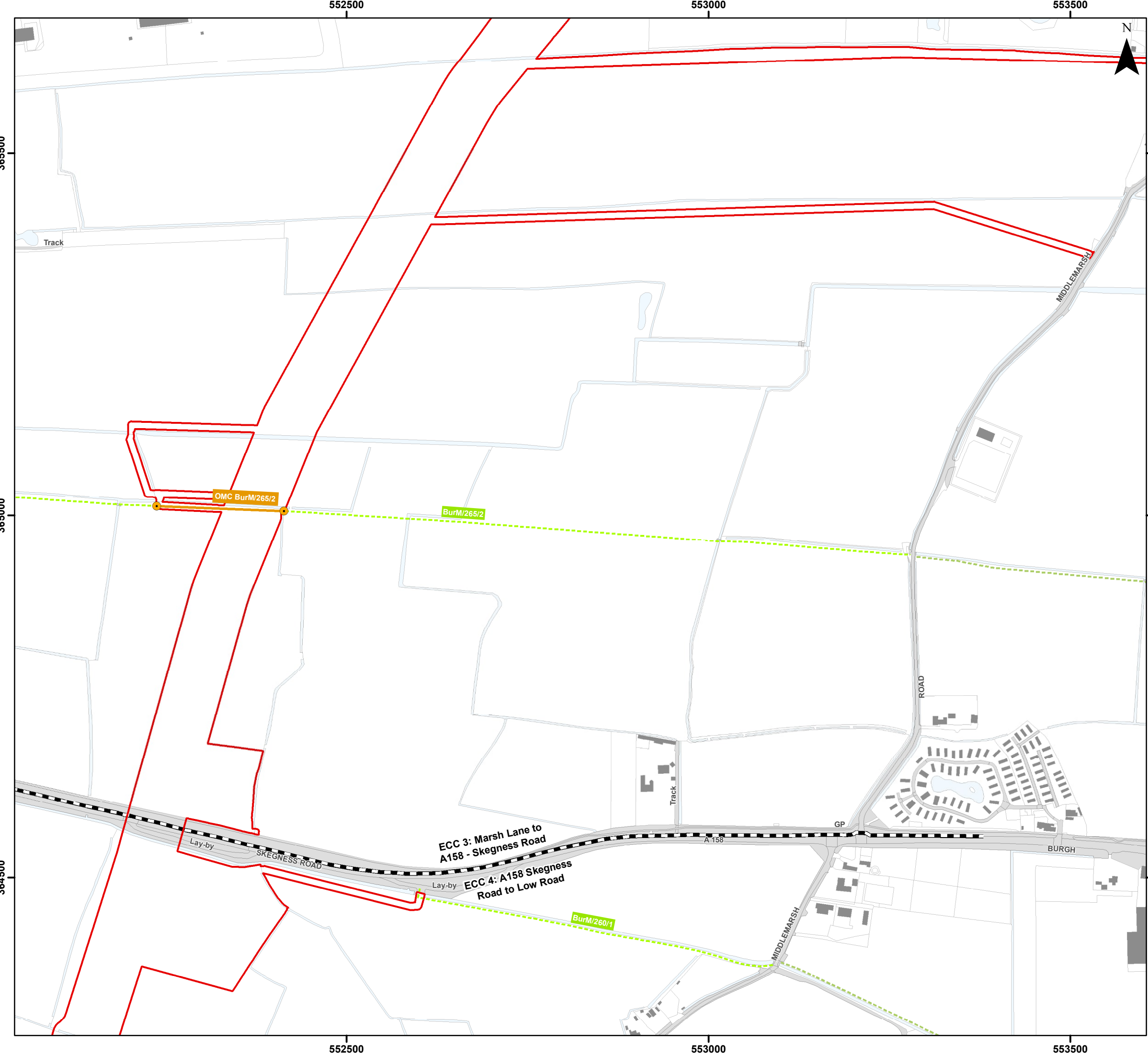
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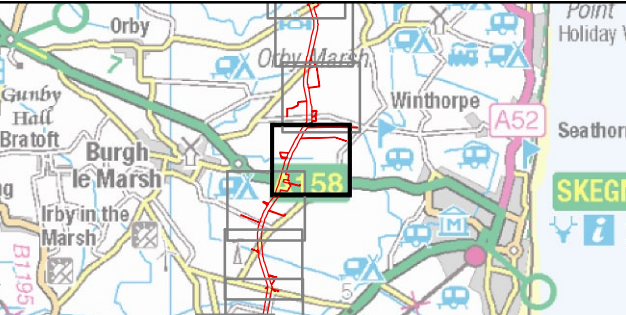


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location
 - Open - Managed Crossing
- Public Right of Way Management
 - Open - Managed Crossing (OMC)

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0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
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Public Rights of Way Management

Figure 2.11



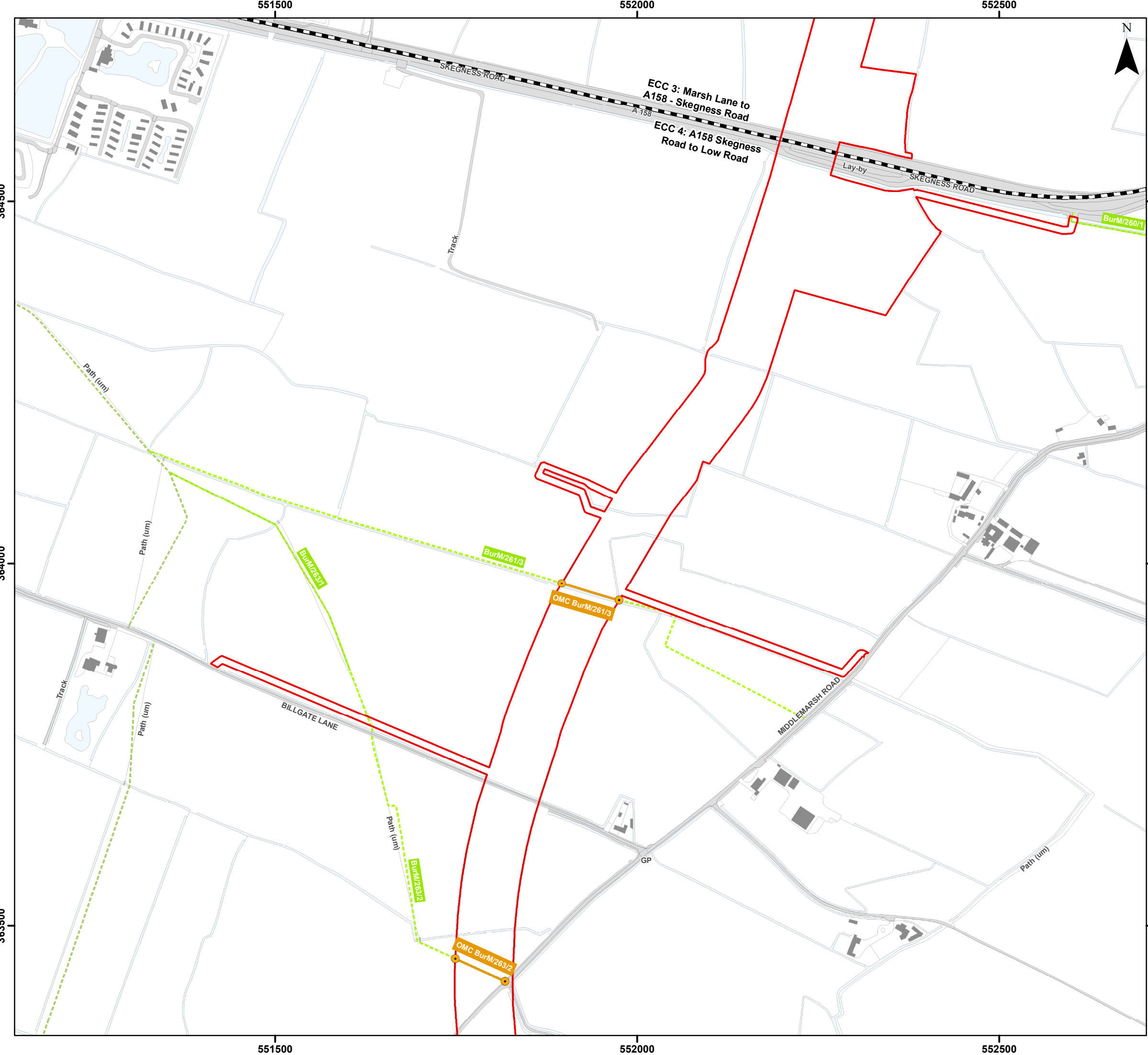
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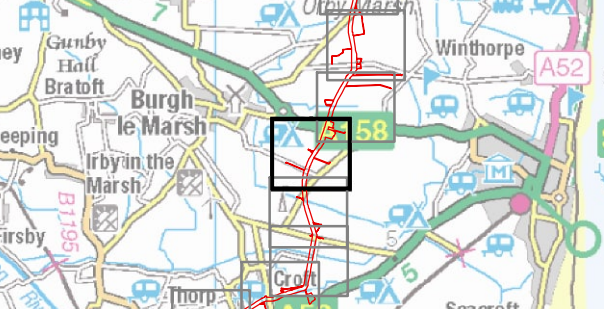
- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Open - Managed Crossing
- Open - Managed Crossing (OMC)

Public Right of Way Management - Stopping Up Location

Public Right of Way Management

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Public Rights of Way Management

Figure 2.12

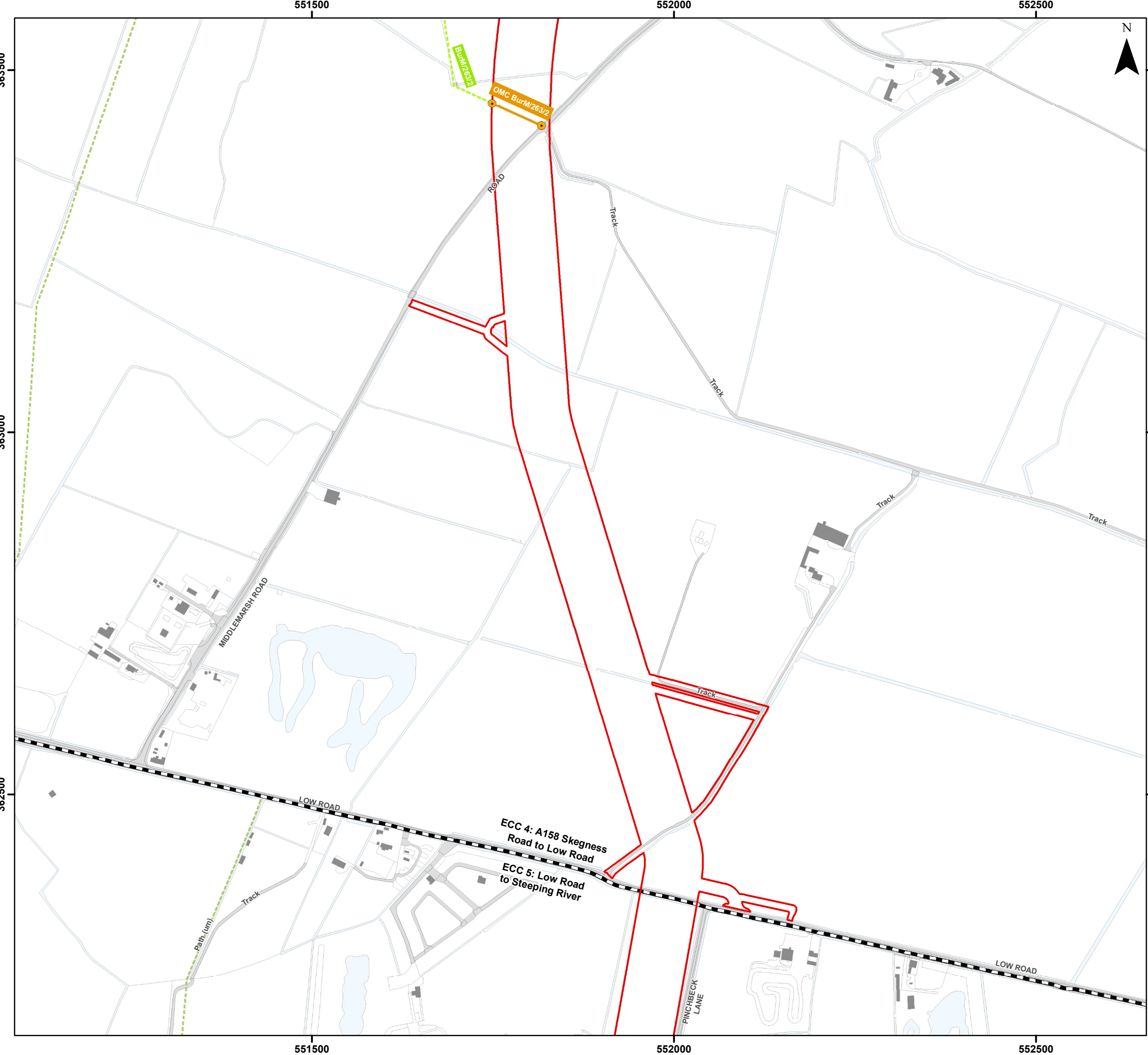


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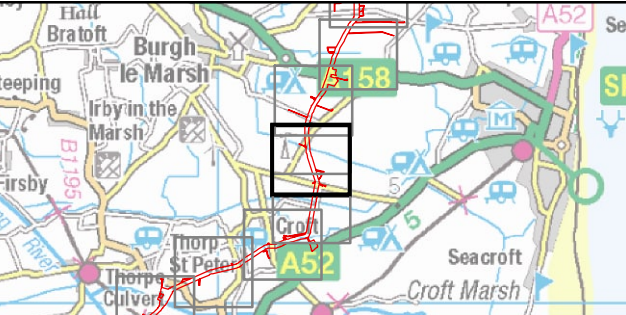


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

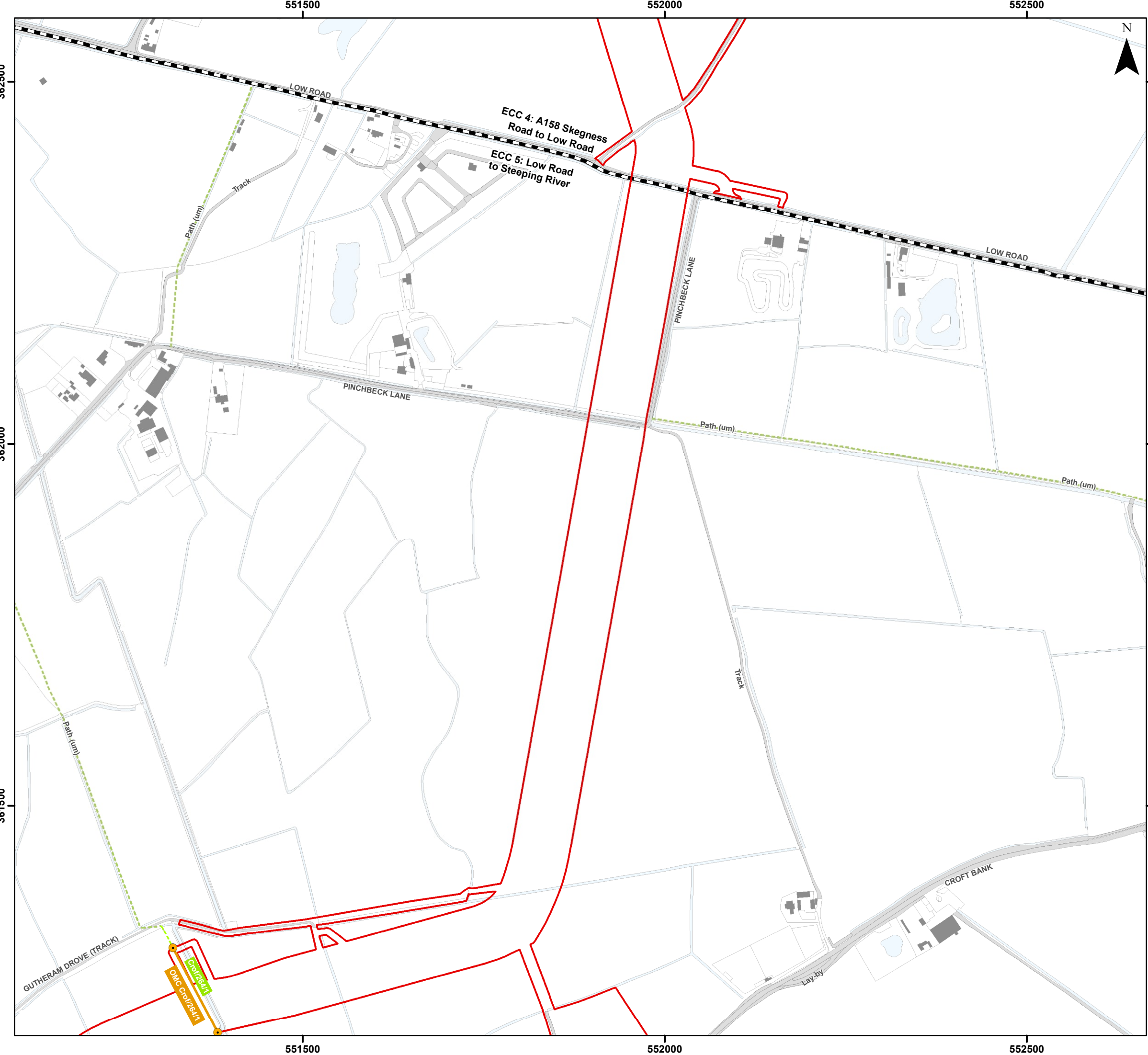
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Public Rights of Way Management

Figure 2.13

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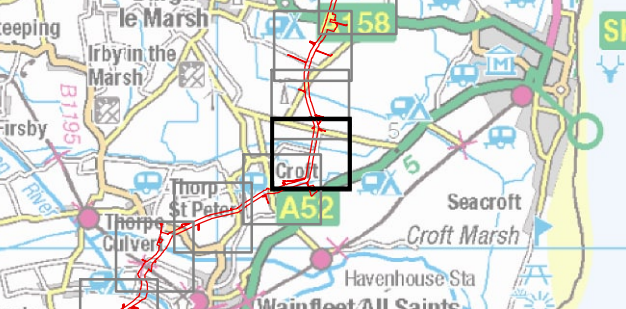


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location
 - Open - Managed Crossing
- Public Right of Way Management
 - Open - Managed Crossing (OMC)

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Scale: 1:5,000
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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.14

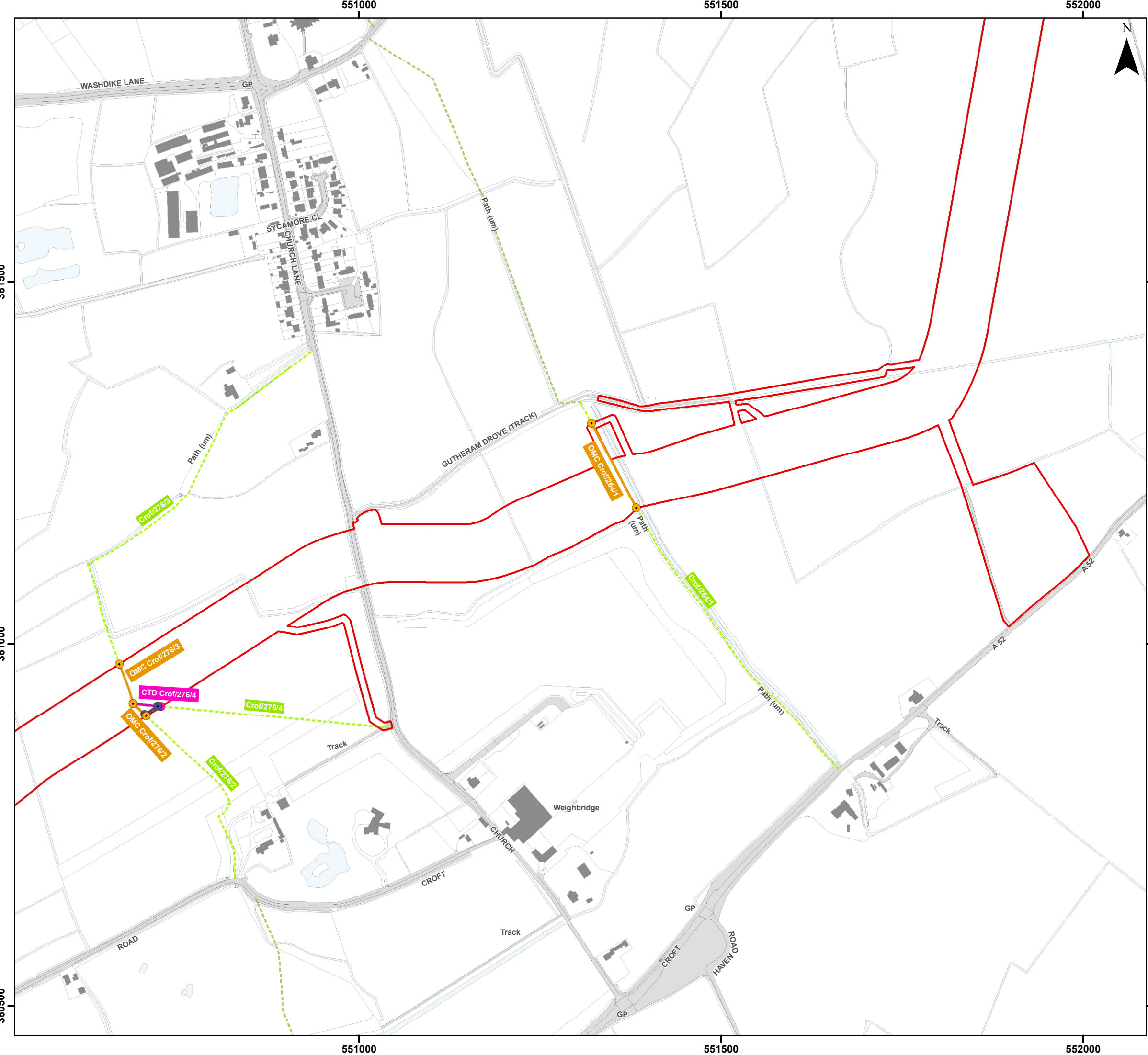


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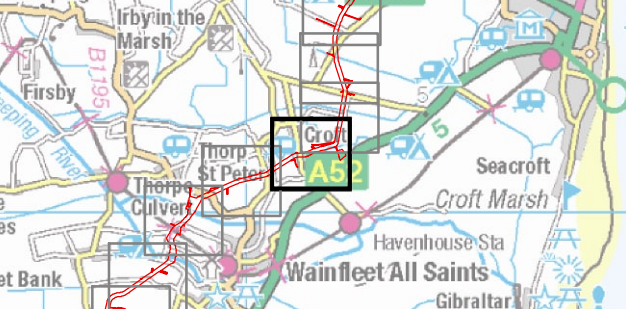


Legend

- Order Limits
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Closed - Temporary Diversion
 - Diversion
 - Open - Managed Crossing
- Public Right of Way Management**
 - Closed - Temporary Diversion (CTD)
 - Diversion (DIV)
 - Open - Managed Crossing (OMC)

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Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.15



Legend

Order Limits

Public Right of Way Network Intersecting with Order Limits

Wider Public Right of Way Network

Public Right of Way Management - Stopping Up Location

Closed - Temporary Diversion

Open - Managed Crossing

Public Right of Way Management

Closed - Temporary Diversion (CTD)

Open - Managed Crossing (OMC)

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Outline Plans

Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.16

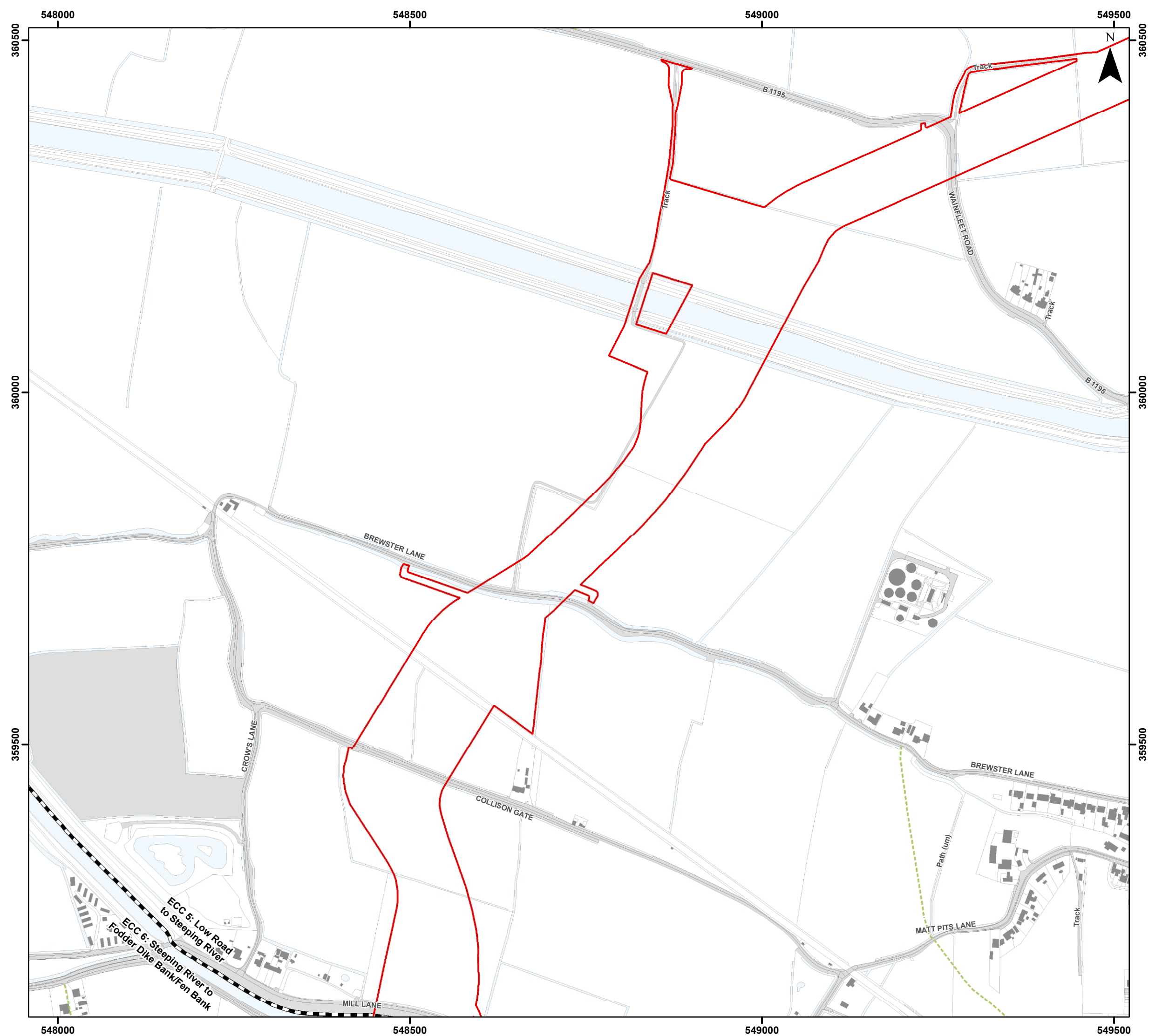
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Legend

- Order Limits
- Onshore Segment Break
- Wider Public Right of Way Network

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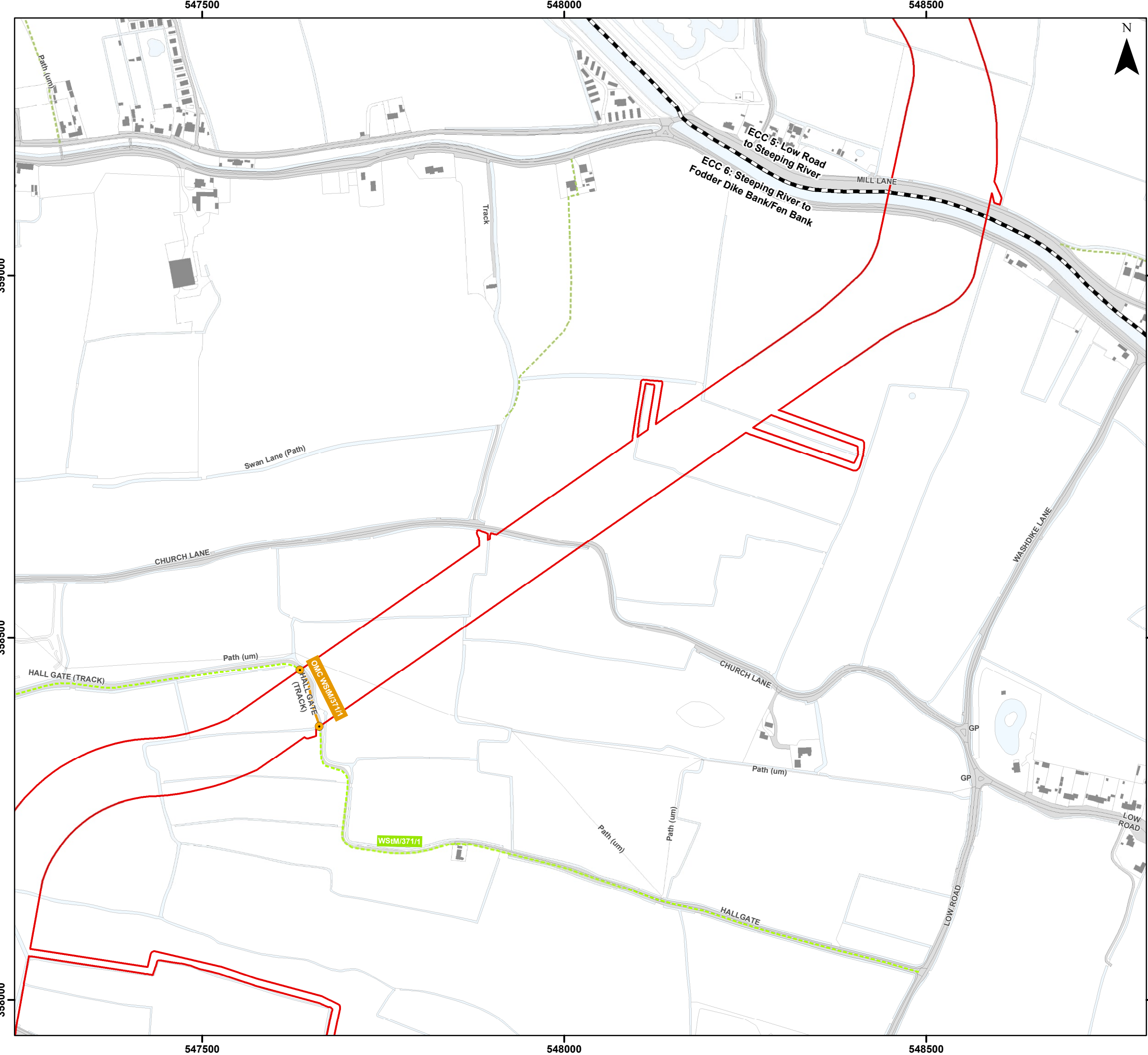
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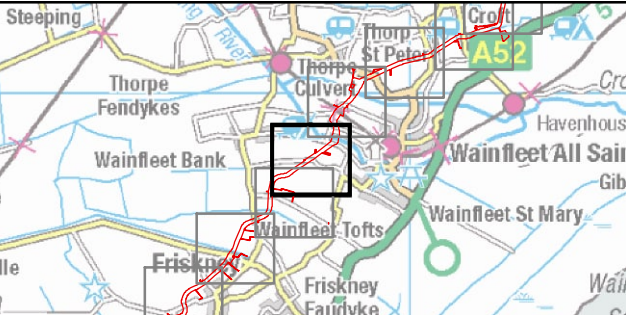


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Outline Plans
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Public Rights of Way Management

Figure 2.18



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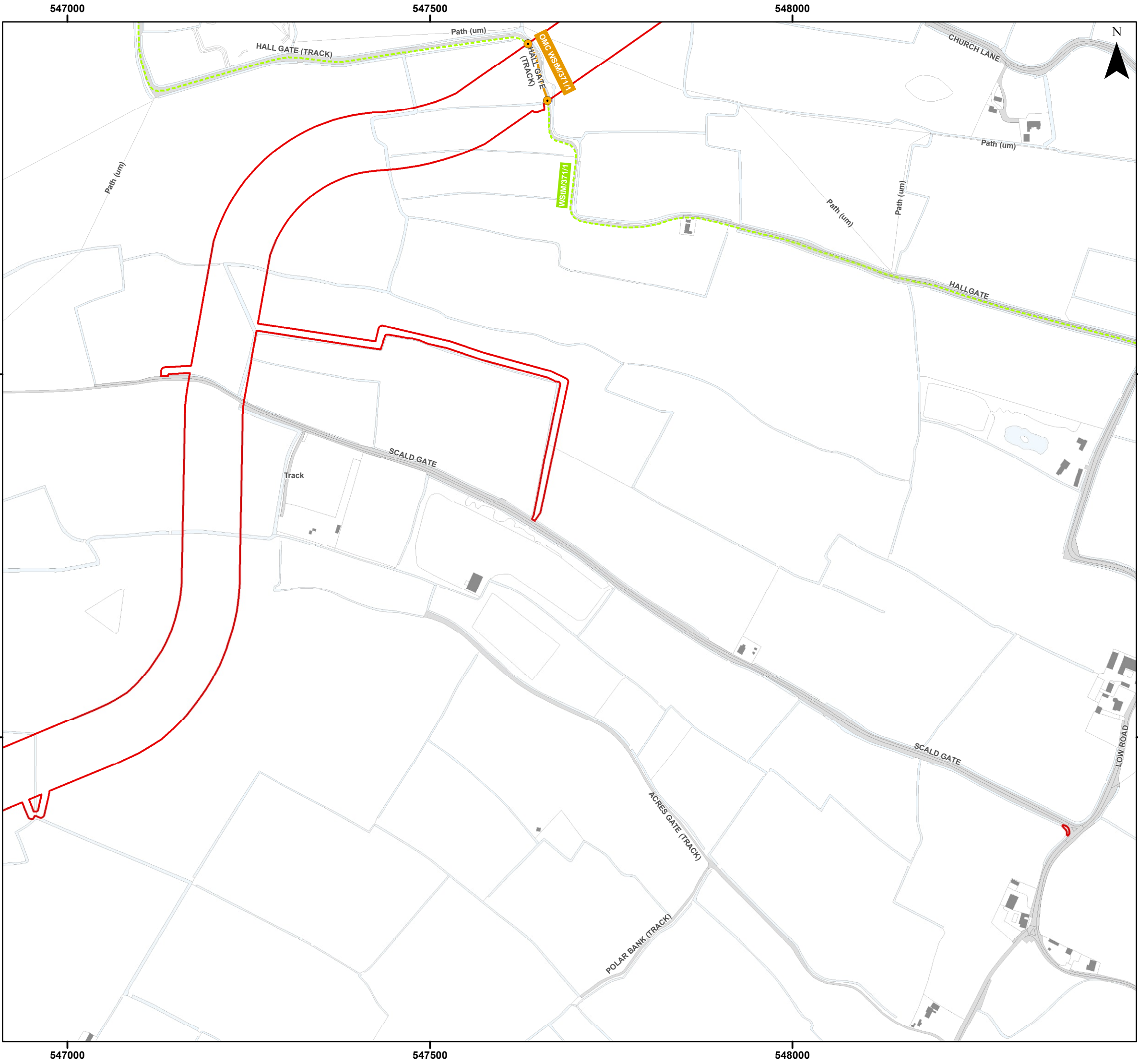


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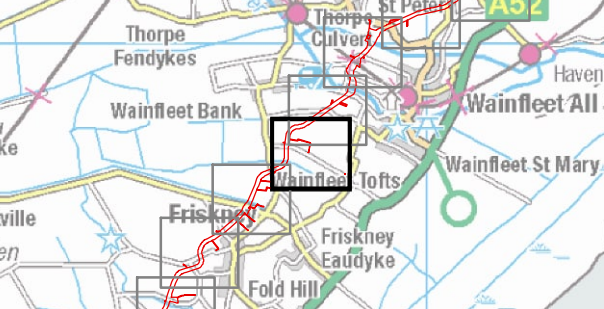


Legend

-  Order Limits
-  Public Right of Way Network Intersecting with Order Limits
-  Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
-  Open - Managed Crossing
- Public Right of Way Management**
-  Open - Managed Crossing (OMC)

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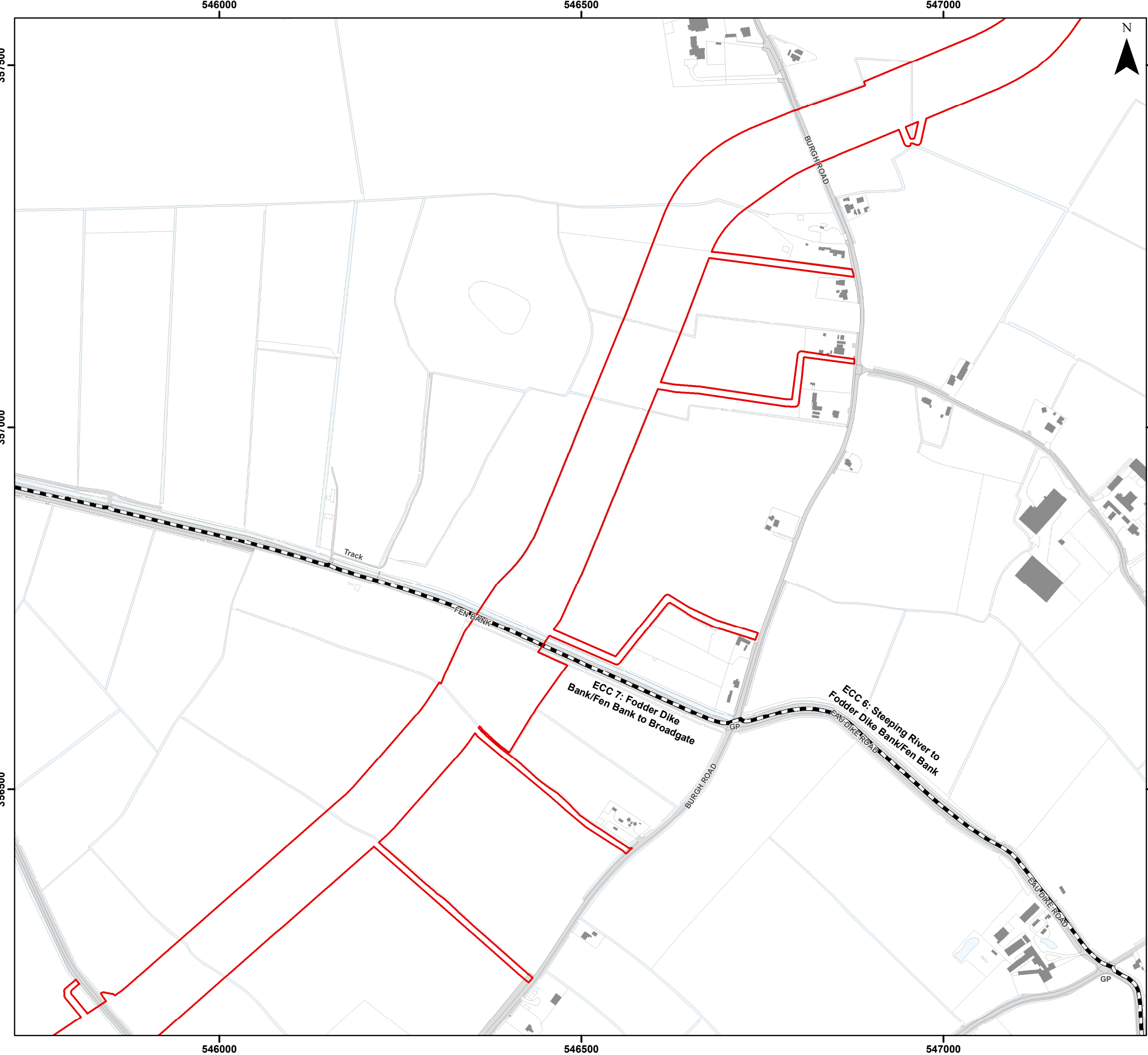
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Public Rights of Way Management

Figure 2.19

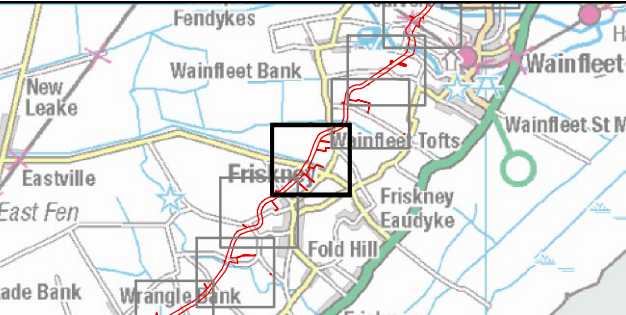


Legend

-  Order Limits
-  Onshore Segment Break

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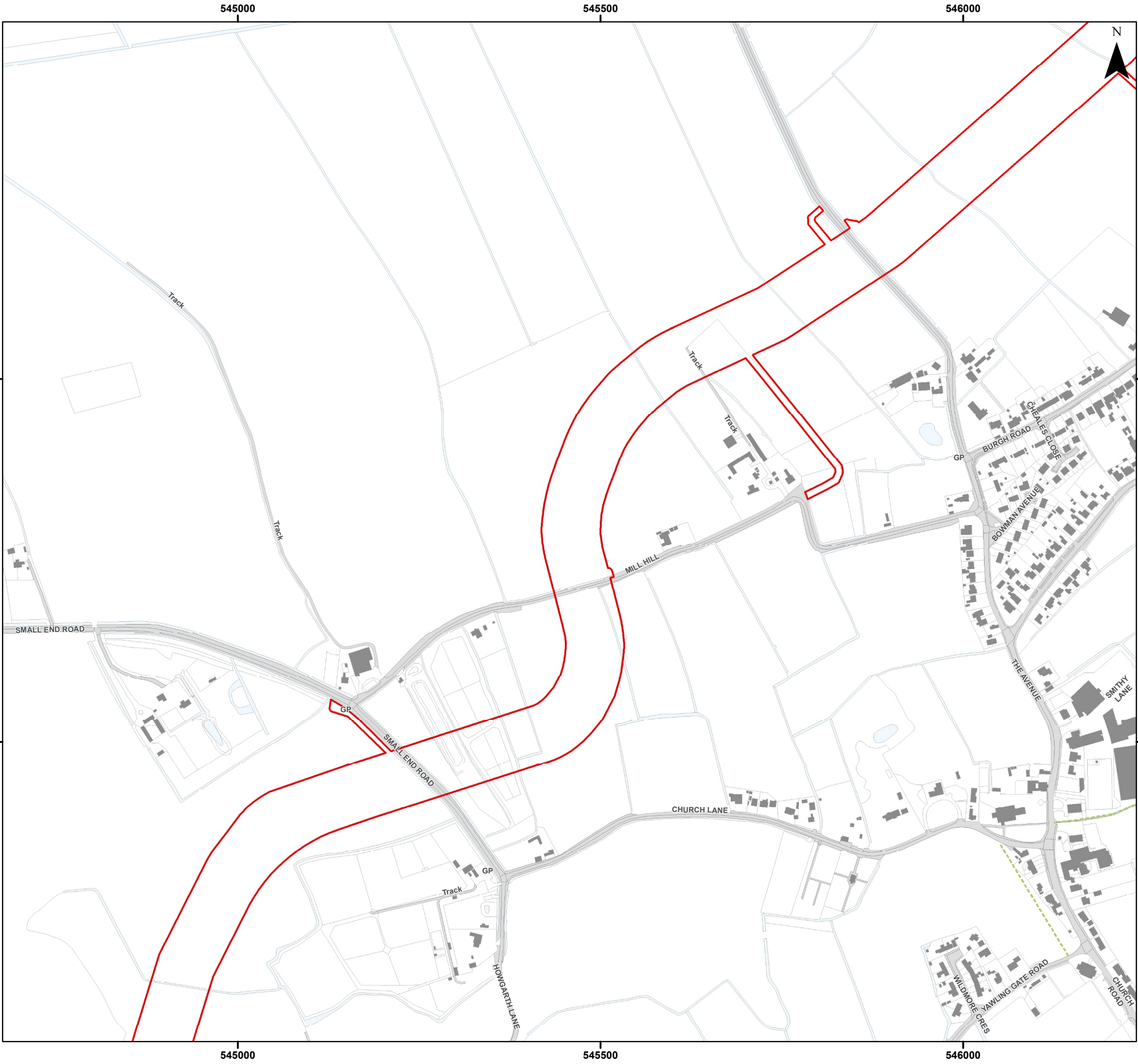
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Figure 2.20

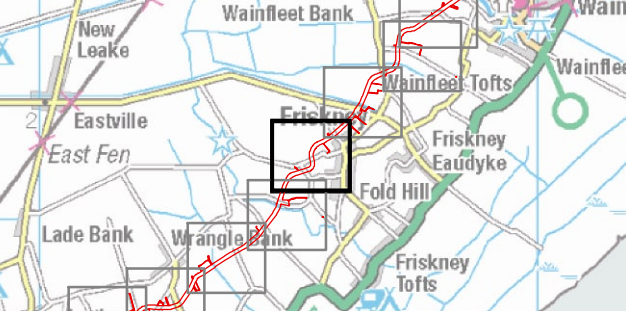


Legend

- Order Limits
- Wider Public Right of Way Network

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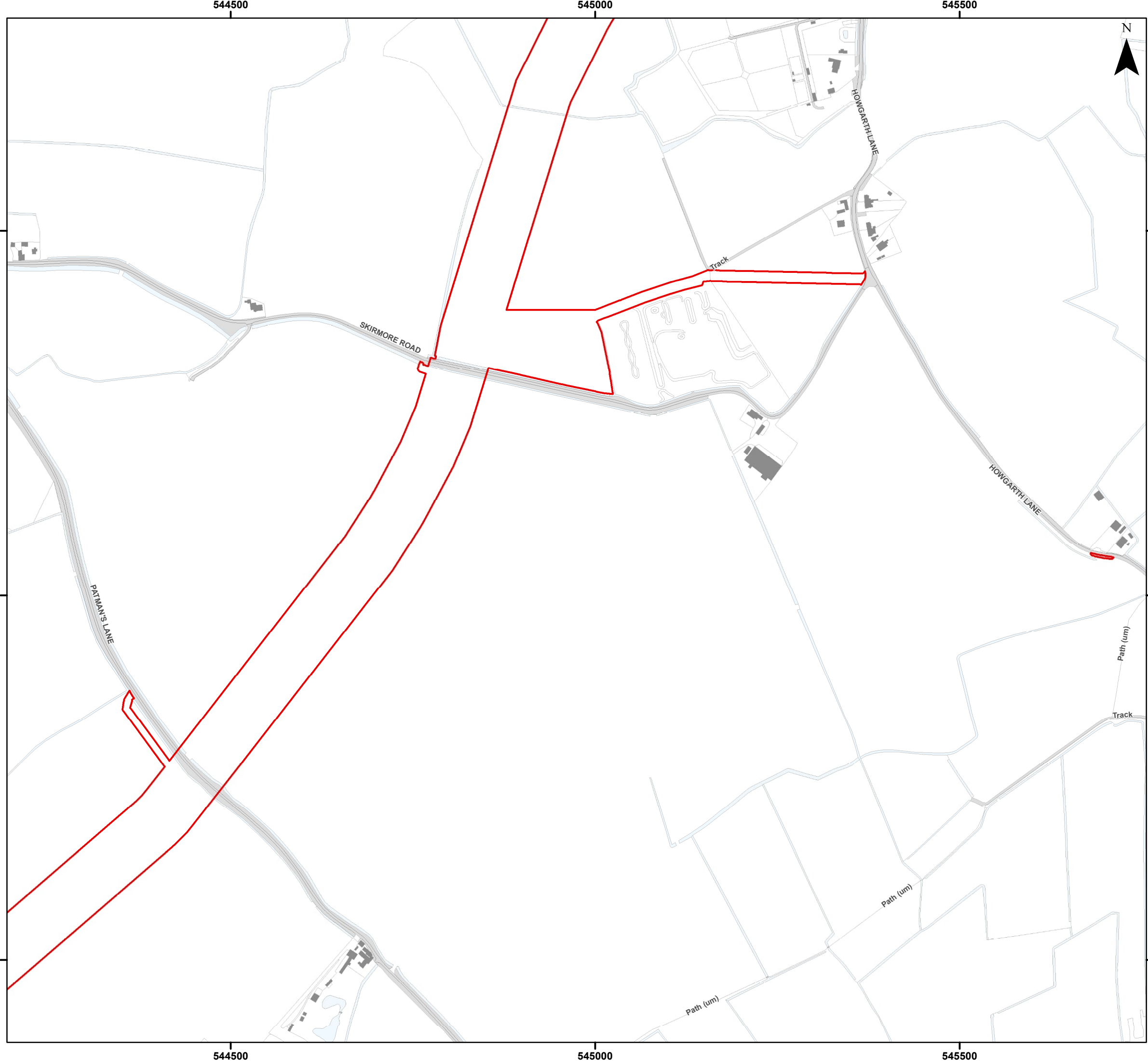
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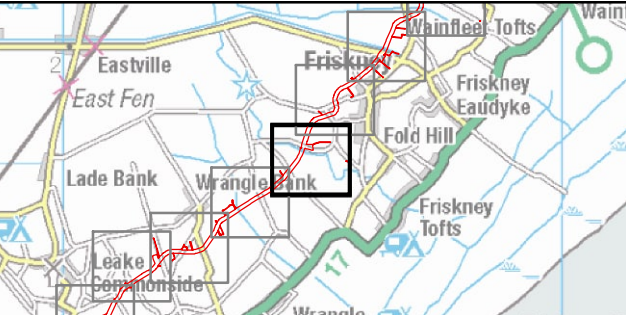


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 Order Limits

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Figure 2.22



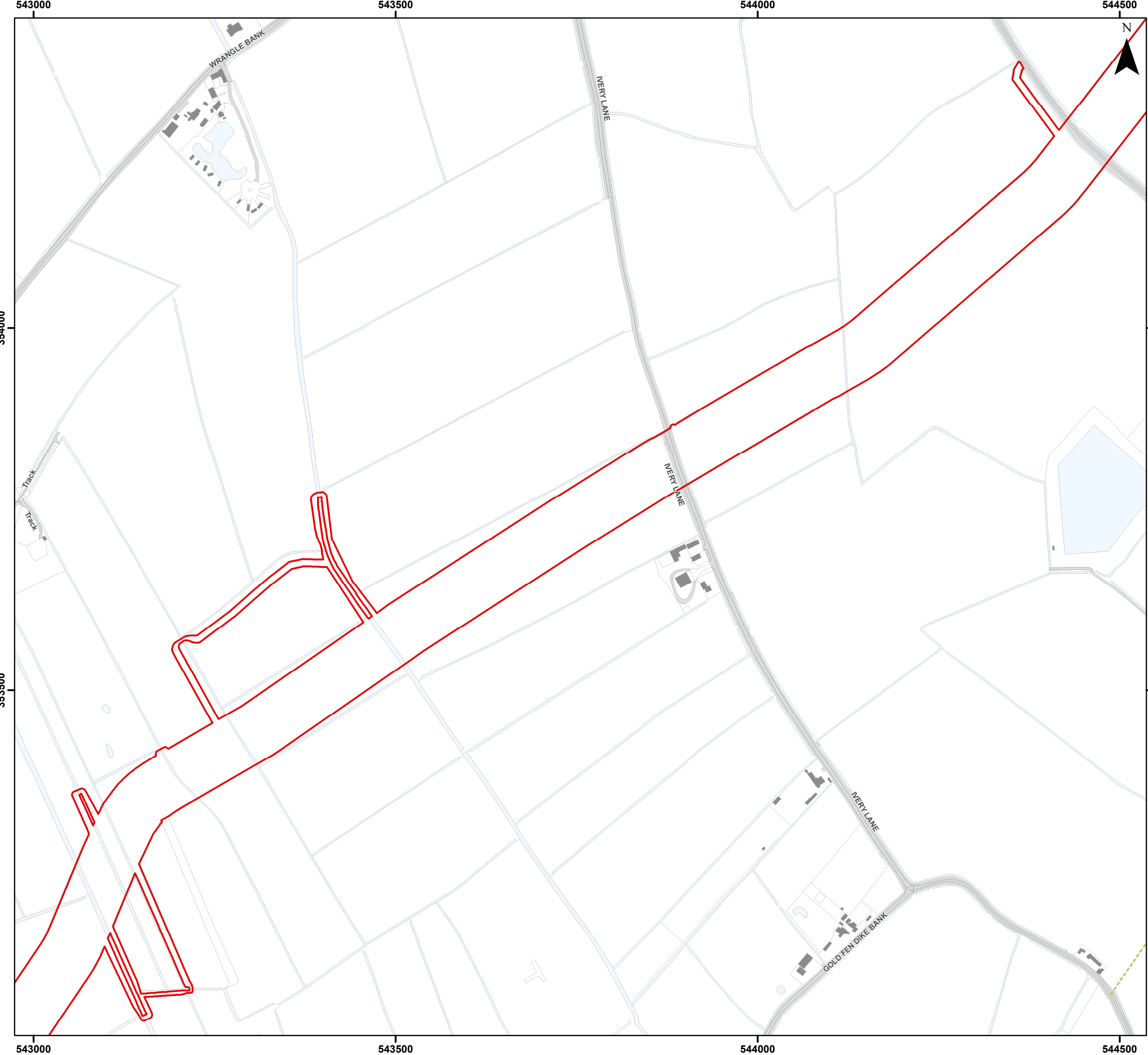
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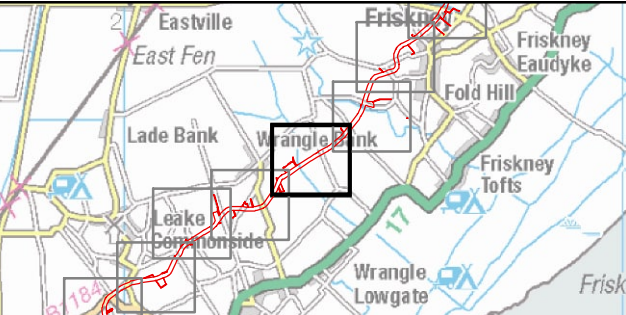


Legend

- Order Limits
- Wider Public Right of Way Network

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0 50 100 200 Metres

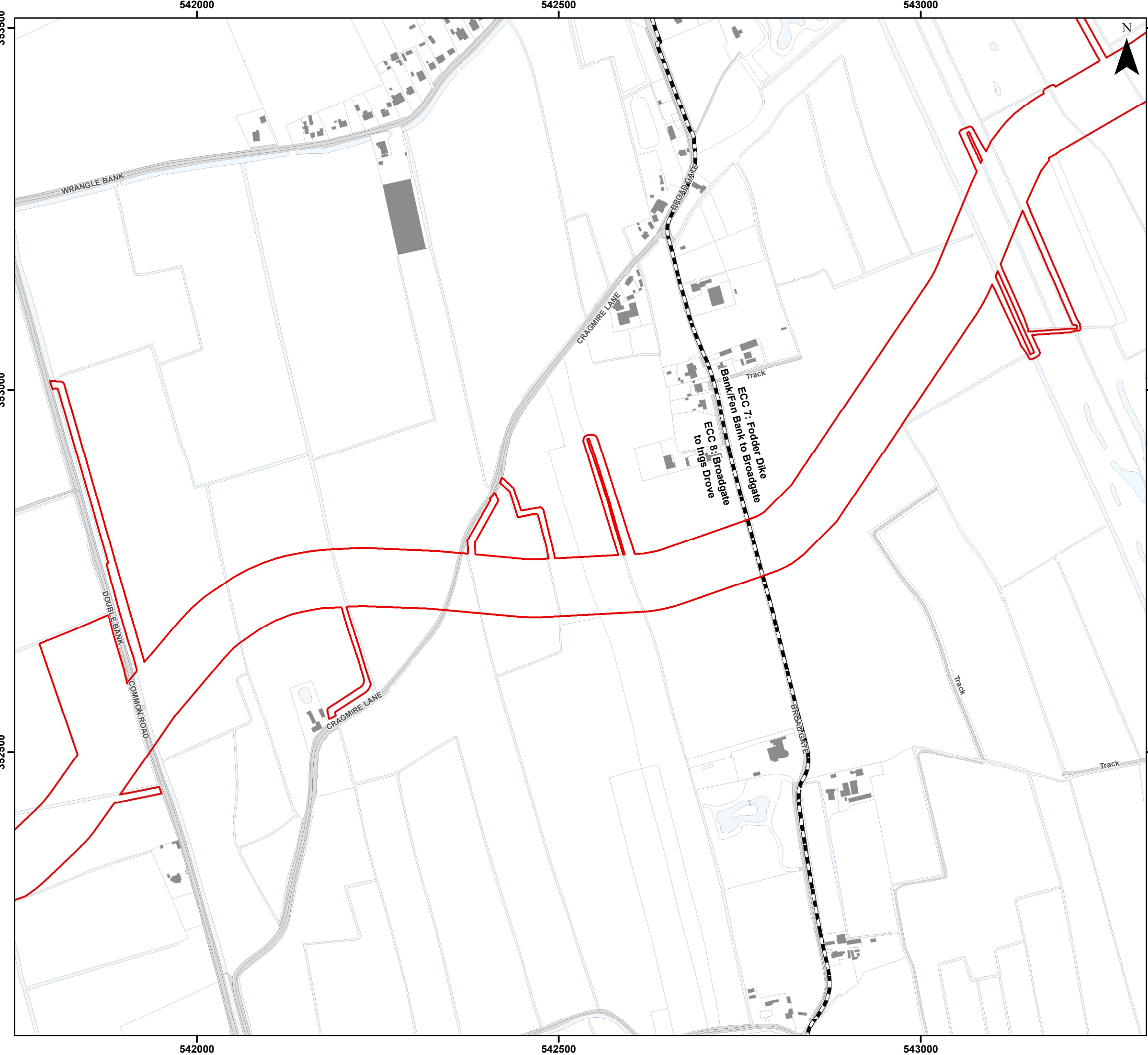
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Public Rights of Way Management

Figure 2.23



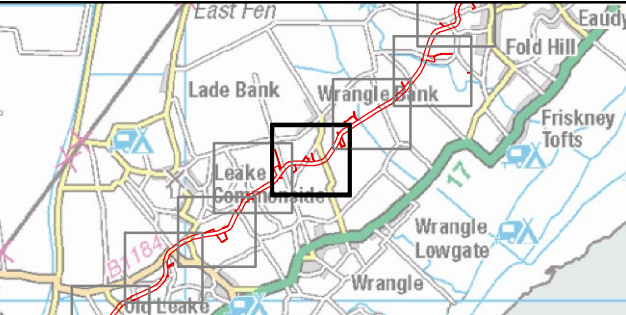


Legend

- Order Limits
- Onshore Segment Break

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Figure 2.24

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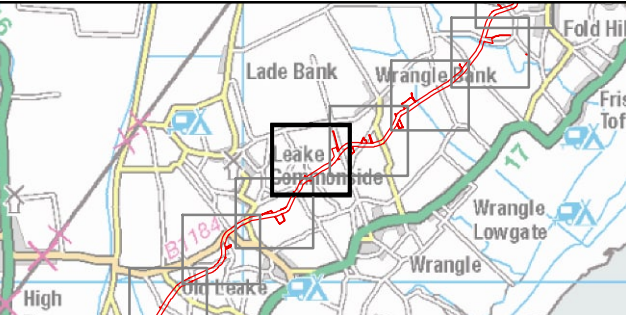


Legend

-  Order Limits
-  Wider Public Right of Way Network

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Figure 2.25



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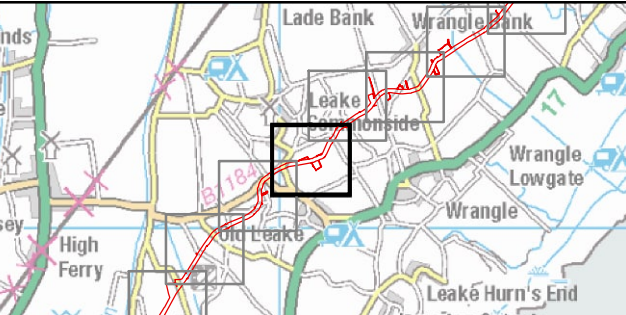


Legend

 Order Limits

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Scale: 1:5,000
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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.26

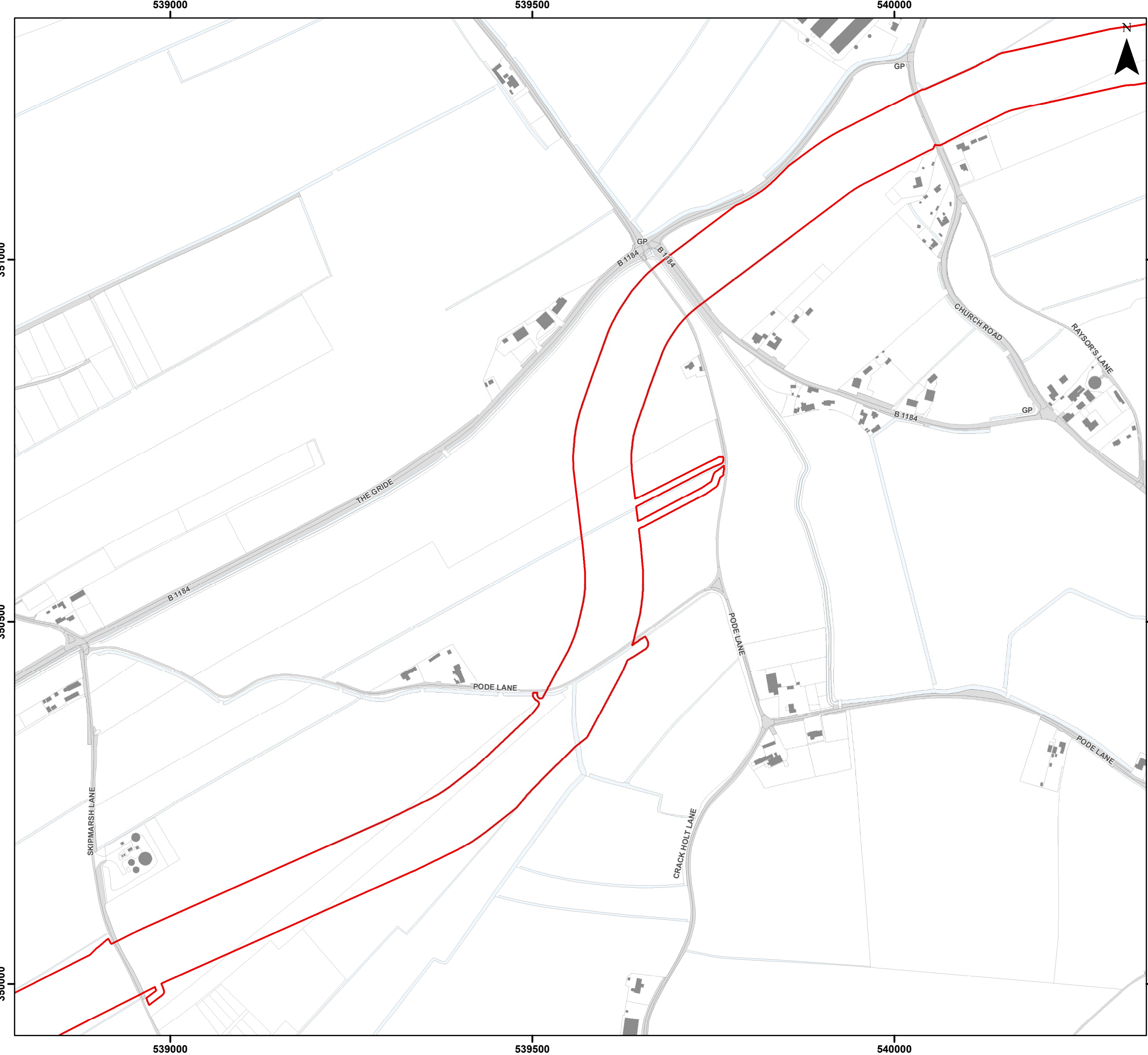


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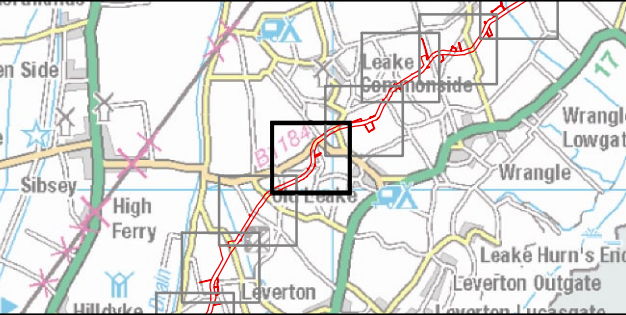


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 Order Limits

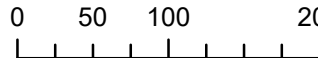
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0 50 100 200 Metres



Scale: 1:5,000

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Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.27

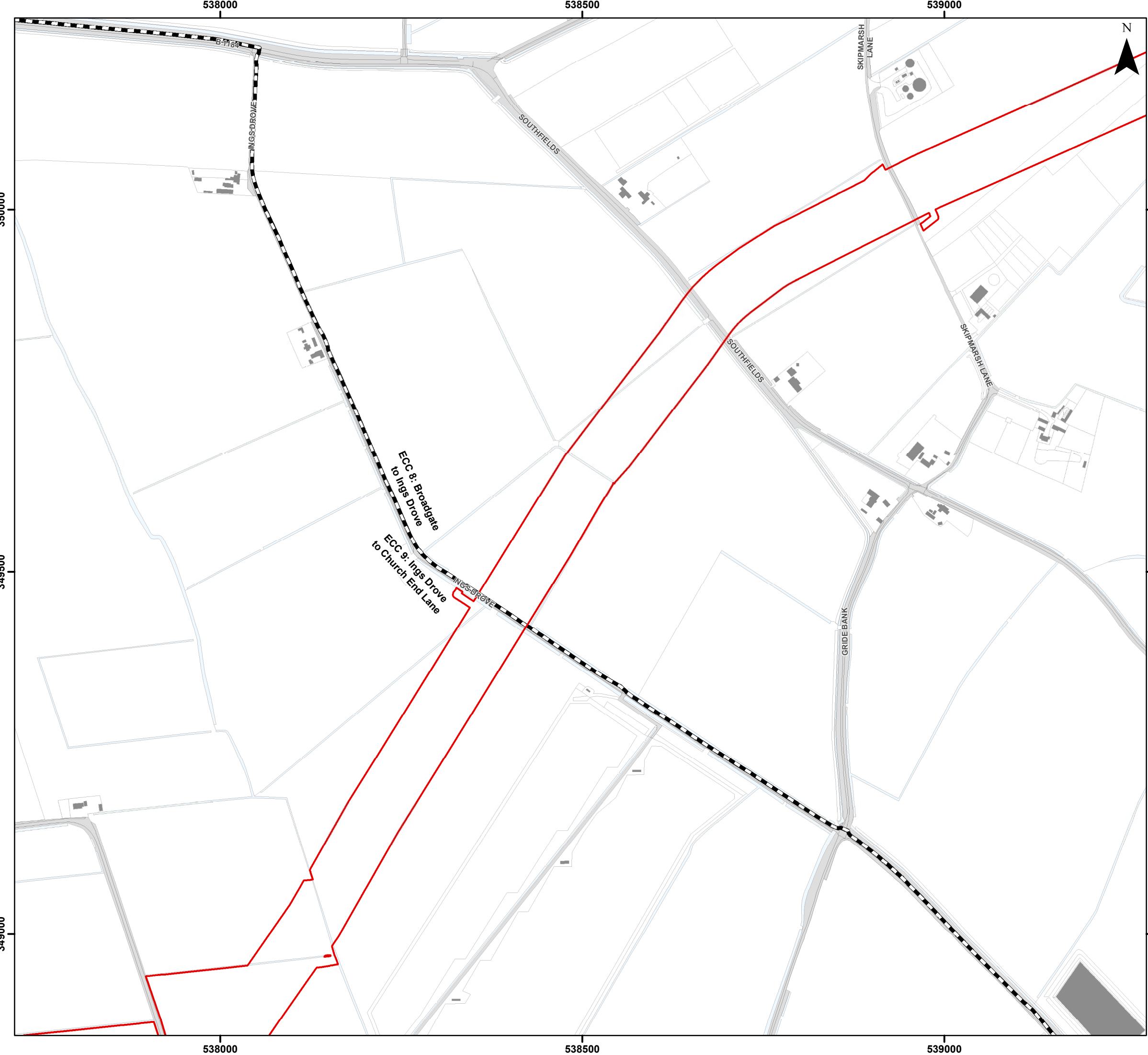


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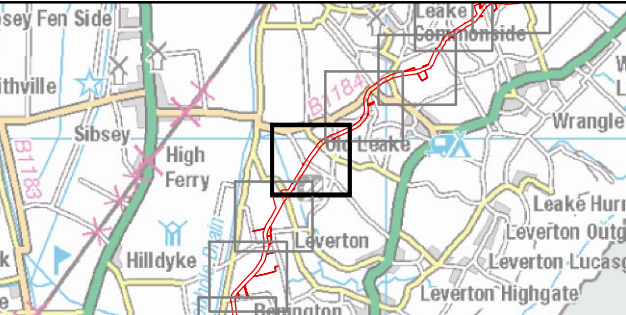


Legend

- Order Limits
- Onshore Segment Break

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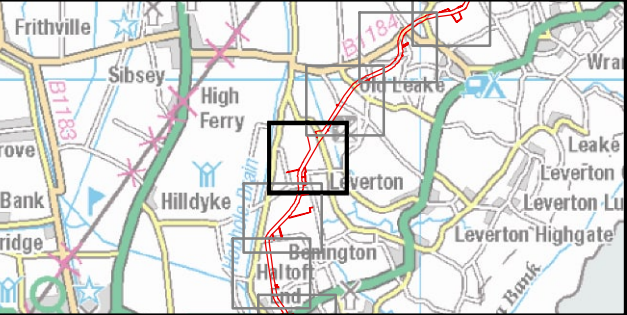


Legend

Order Limits

Sources:
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Note:
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Coordinate System: British National Grid
0 50 100 200 Metres

Scale: 1:5,000 A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.29

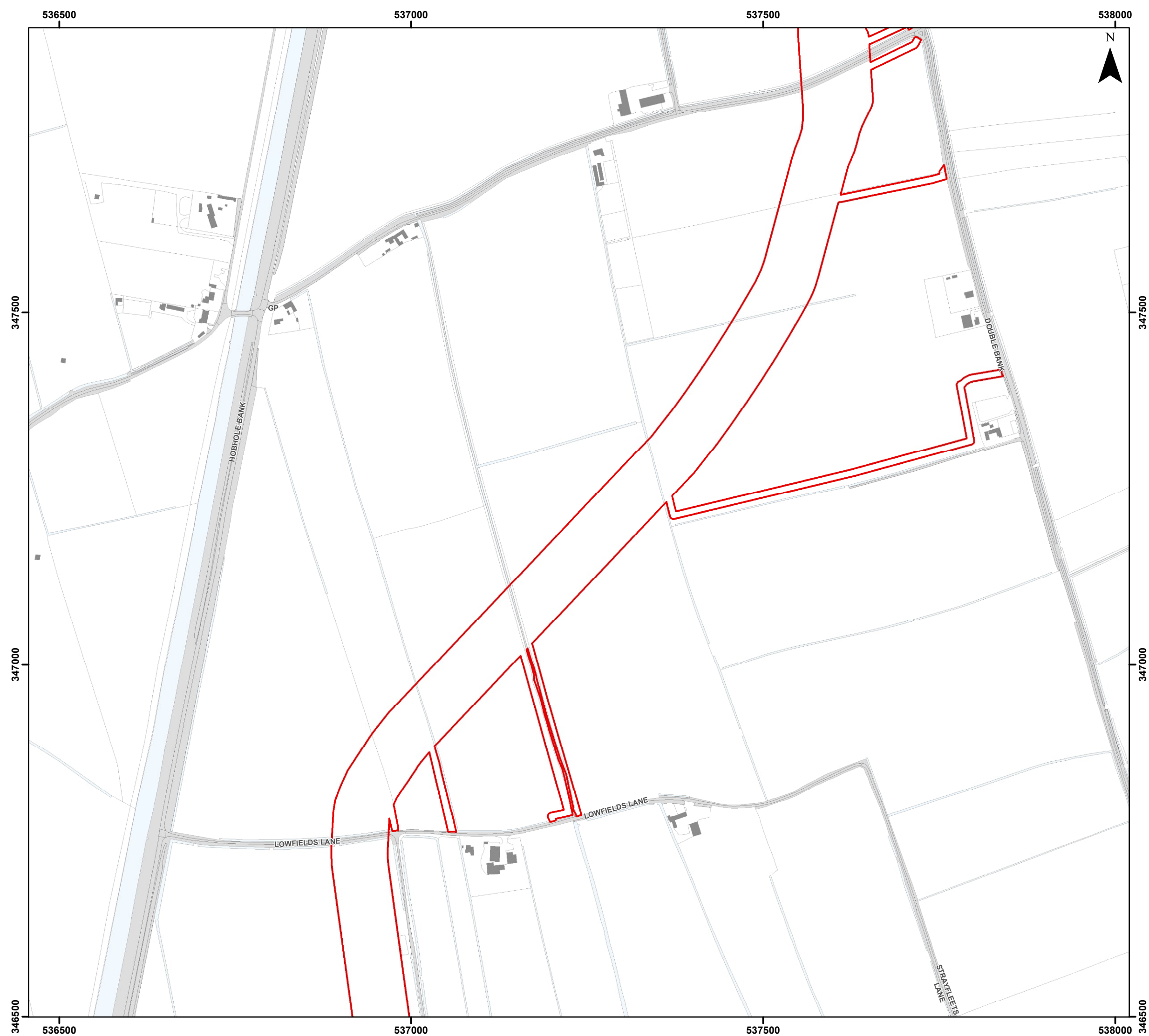


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Legend

Order Limits

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0 50 100 200 Metres

Scale: 1:5,000

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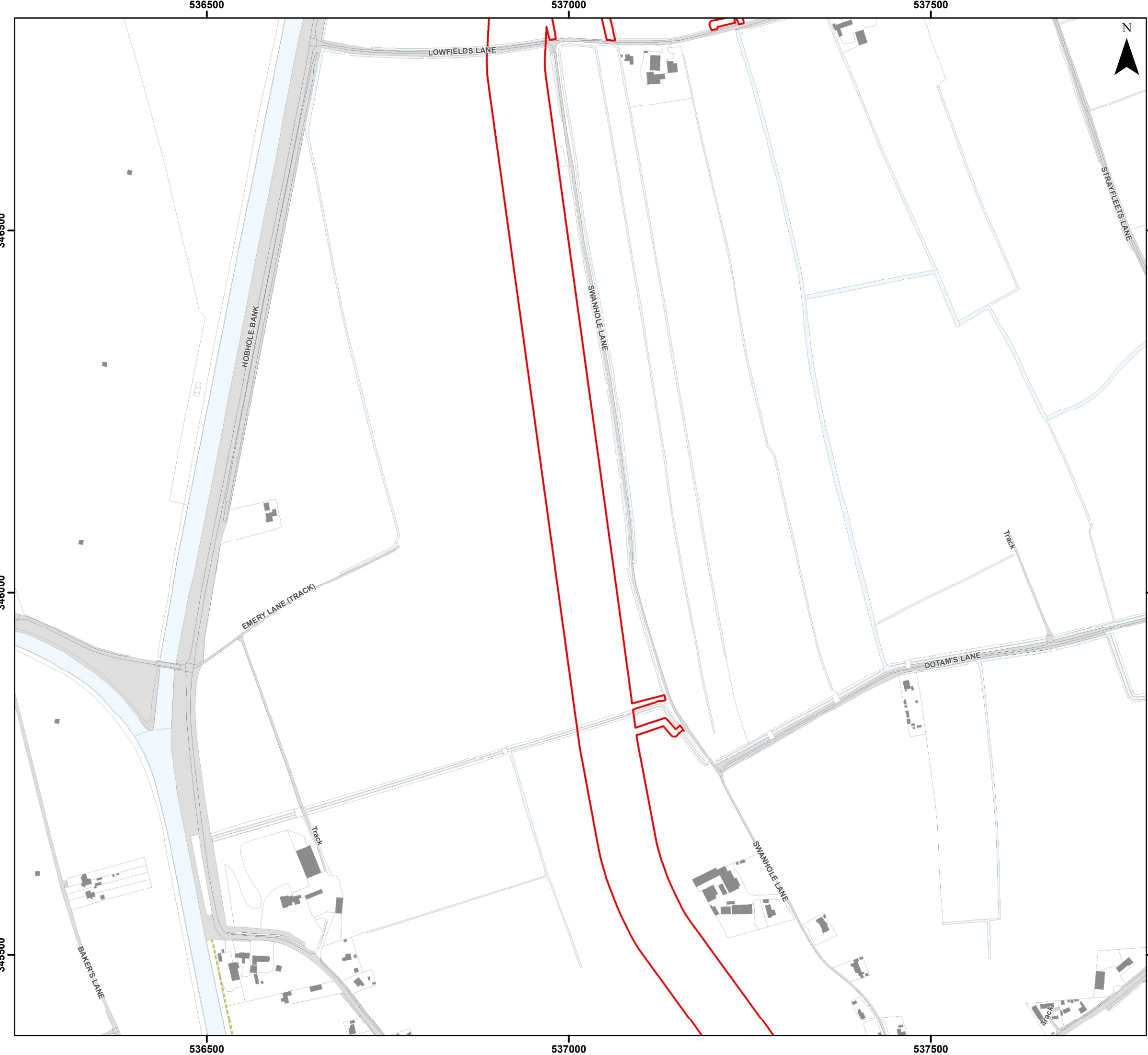
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Figure 2.30

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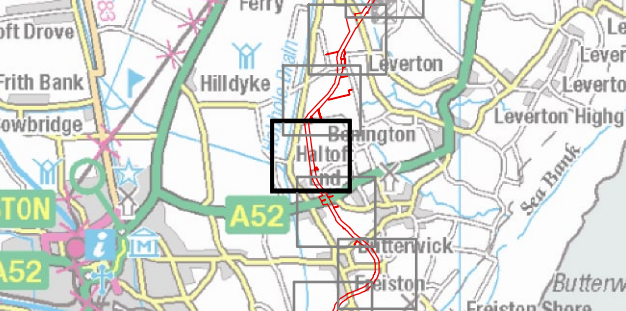


Legend

-  Order Limits
-  Wider Public Right of Way Network

Sources:
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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.31

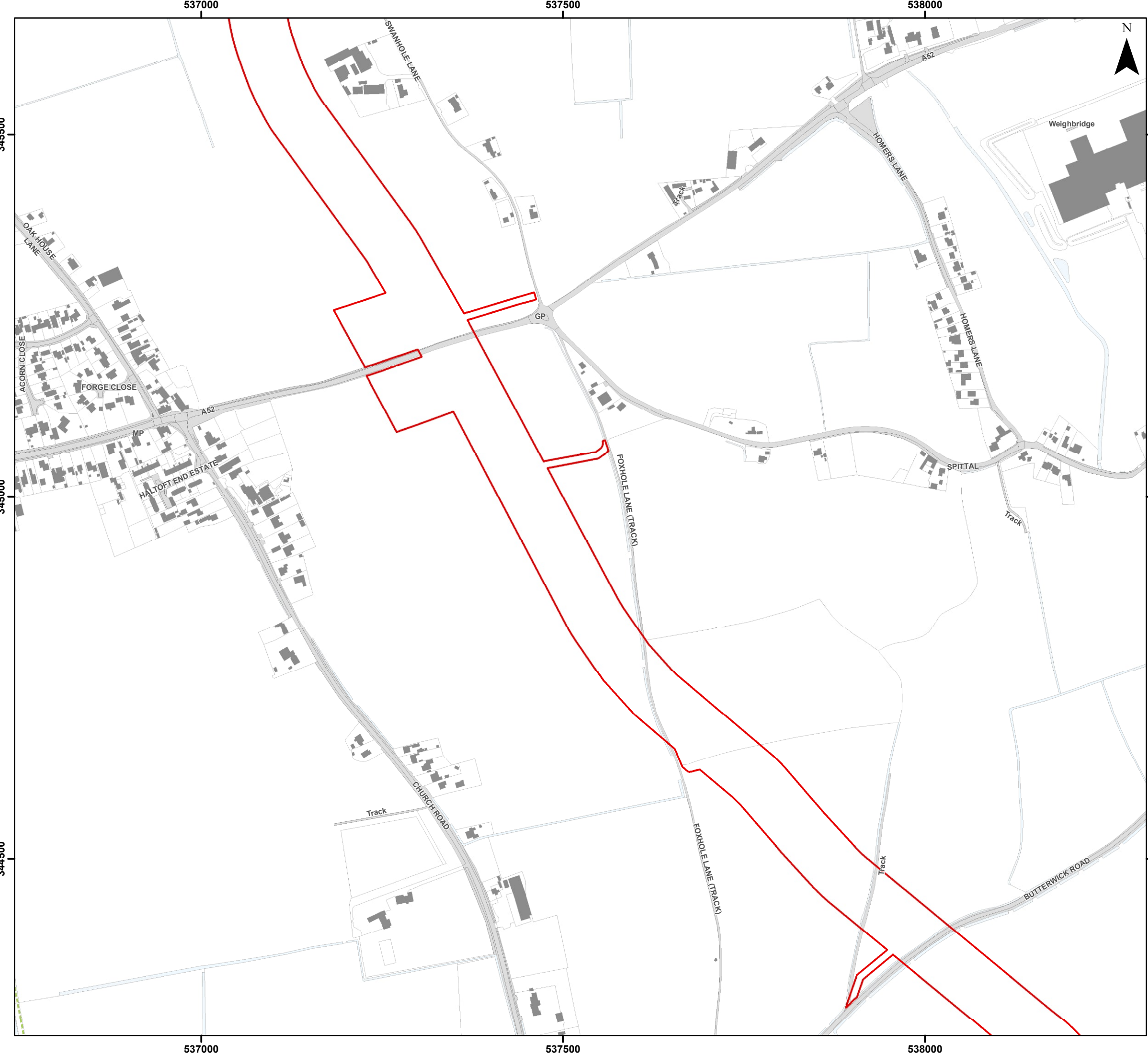


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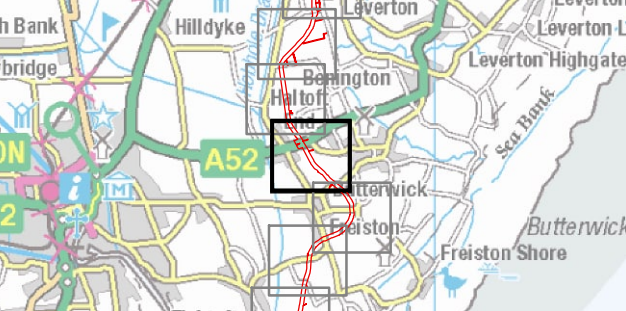


Legend

- Order Limits
- Wider Public Right of Way Network

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0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.32



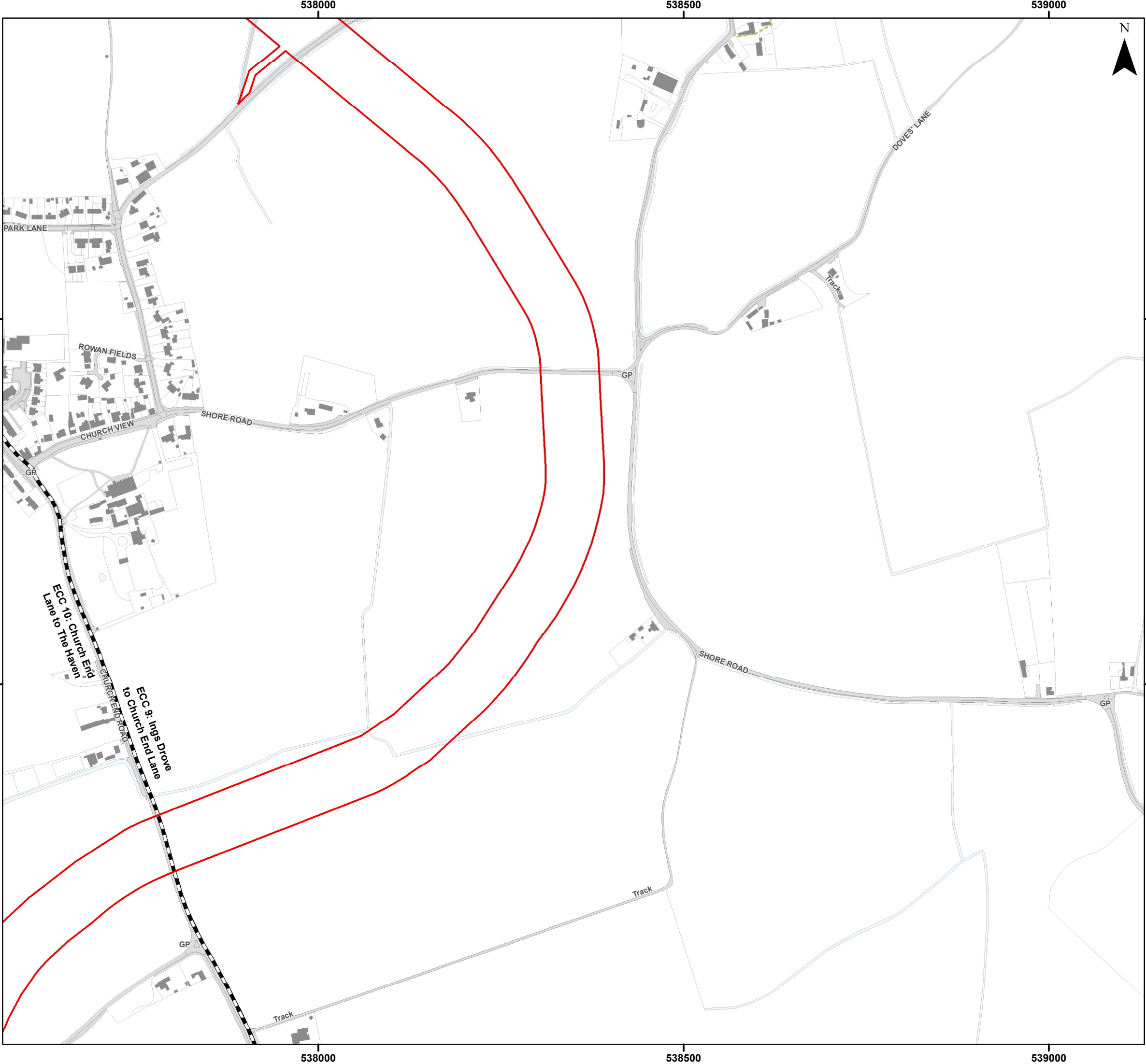
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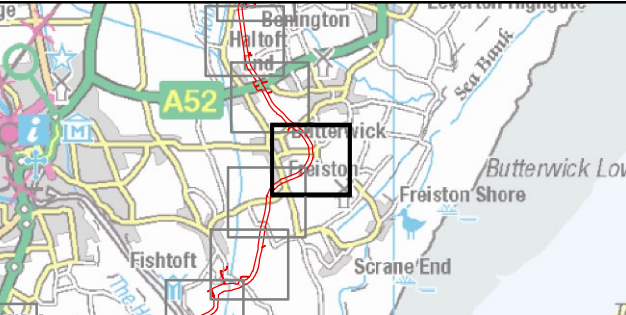


Legend

- Order Limits
- Onshore Segment Break
- Wider Public Right of Way Network

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

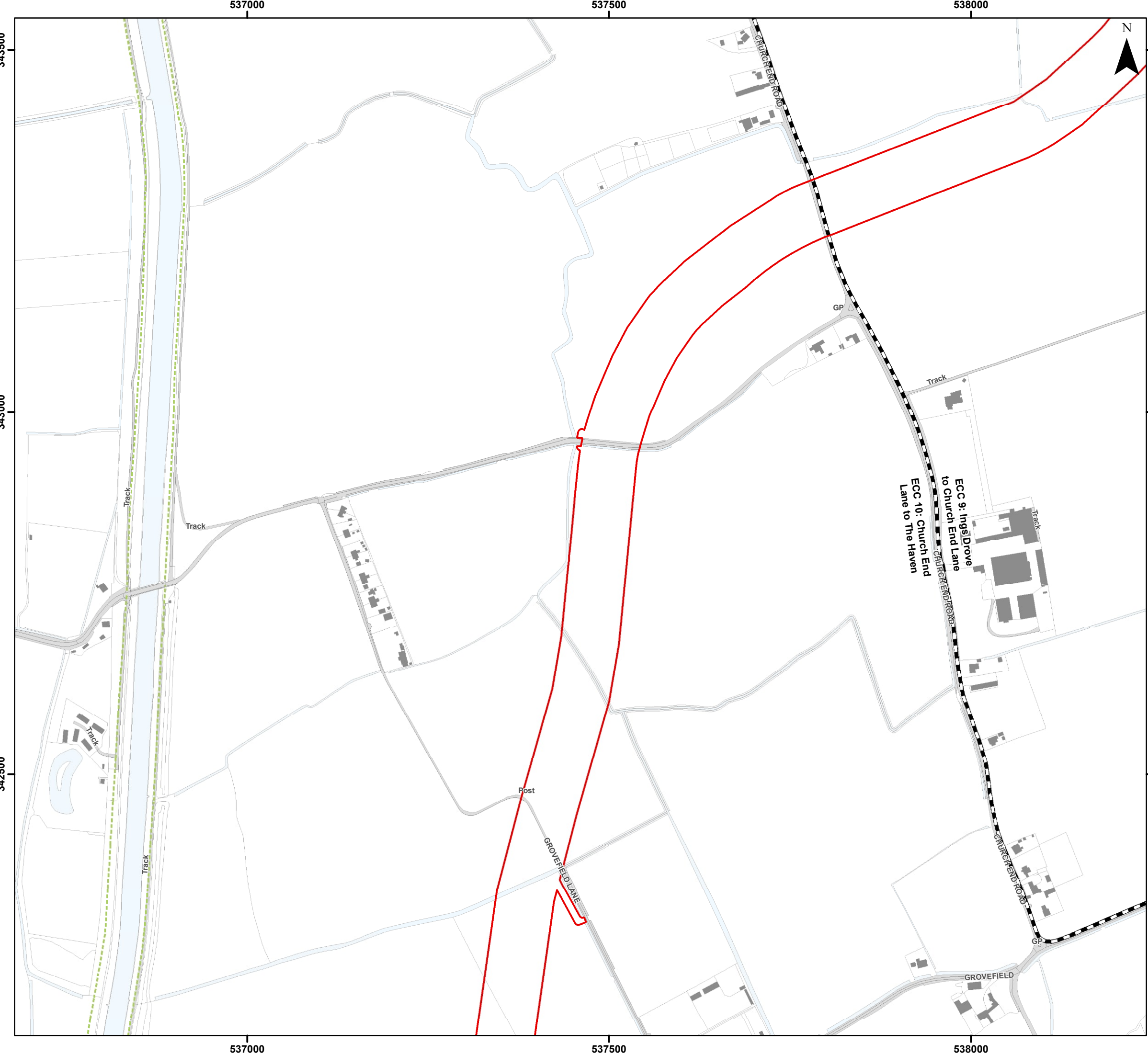
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Figure 2.33

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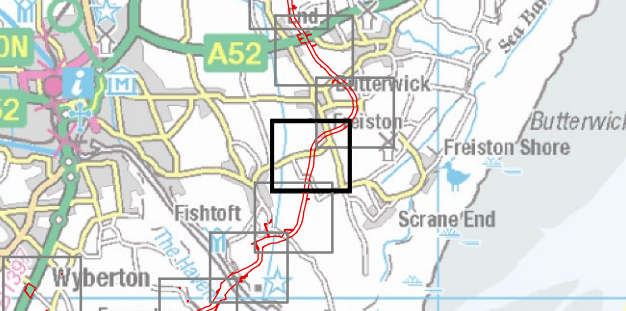


Legend

-  Order Limits
-  Onshore Segment Break
-  Wider Public Right of Way Network

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.34



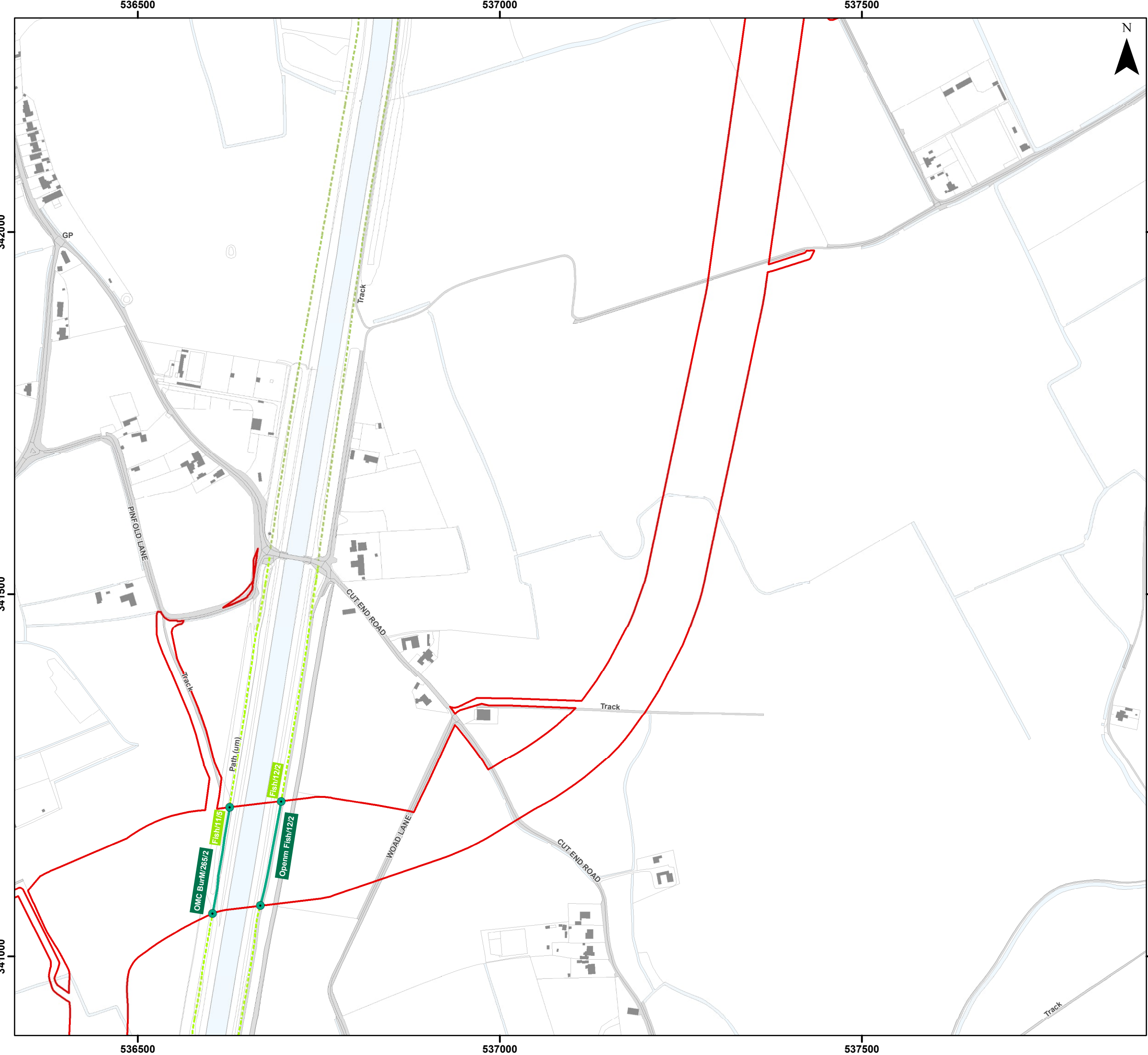
OUTER DOWING
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Legend

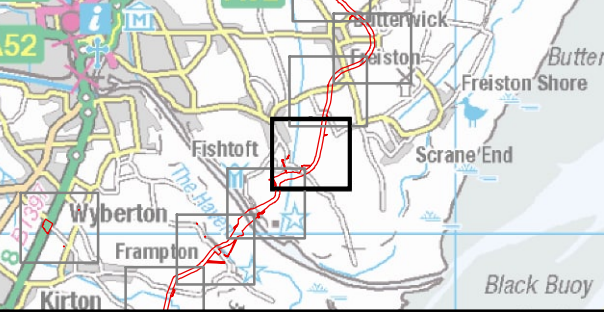
-  Order Limits
-  Public Right of Way Network Intersecting with Order Limits
-  Wider Public Right of Way Network

Public Right of Way Management - Stopping Up Location

-  Open - No Impact
-  Open - No Impact (Open)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.35

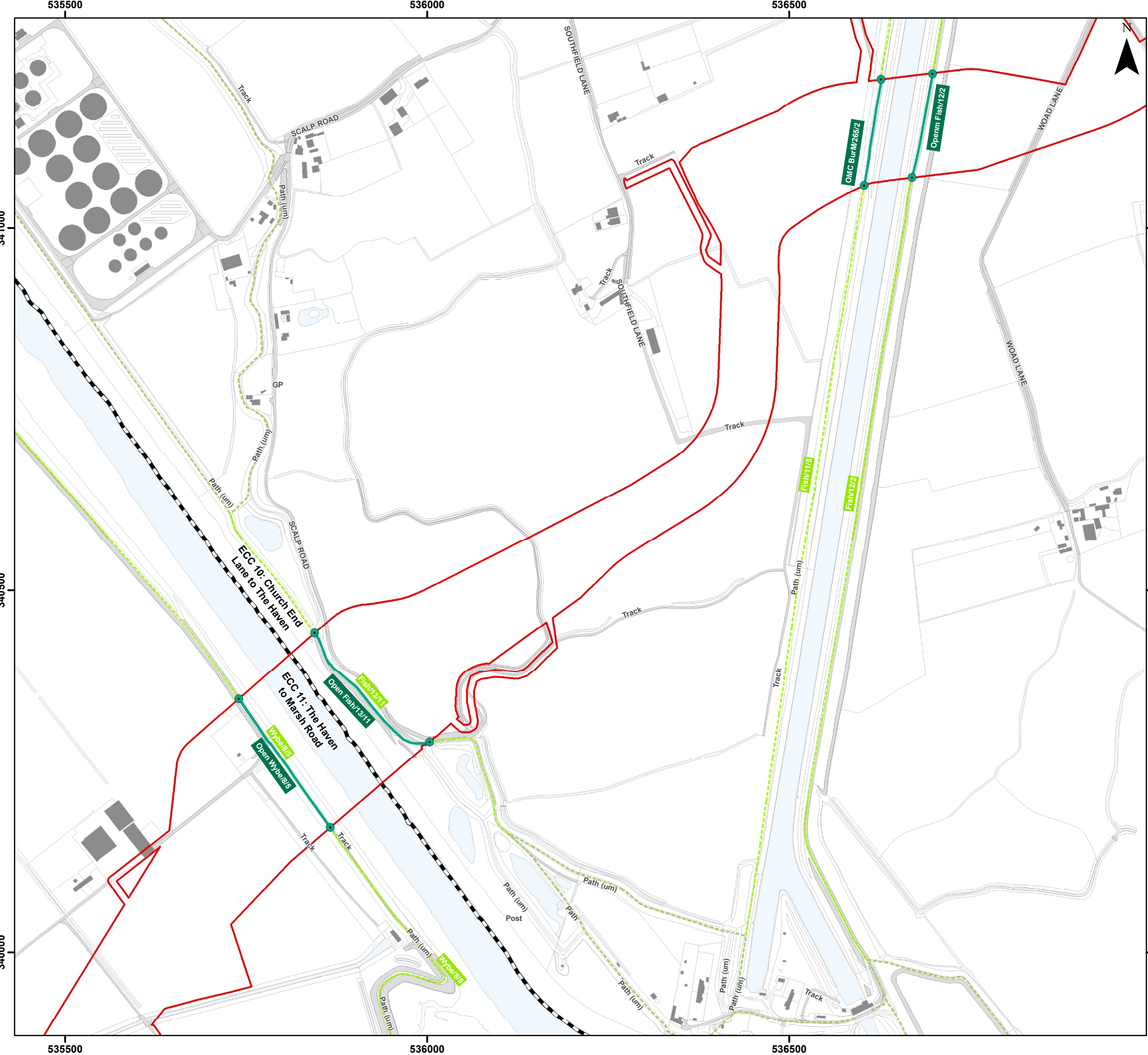


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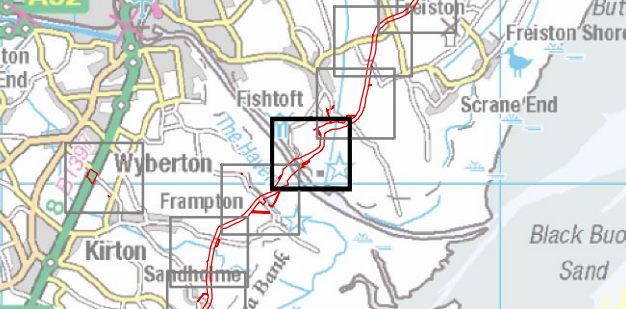


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

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Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.36



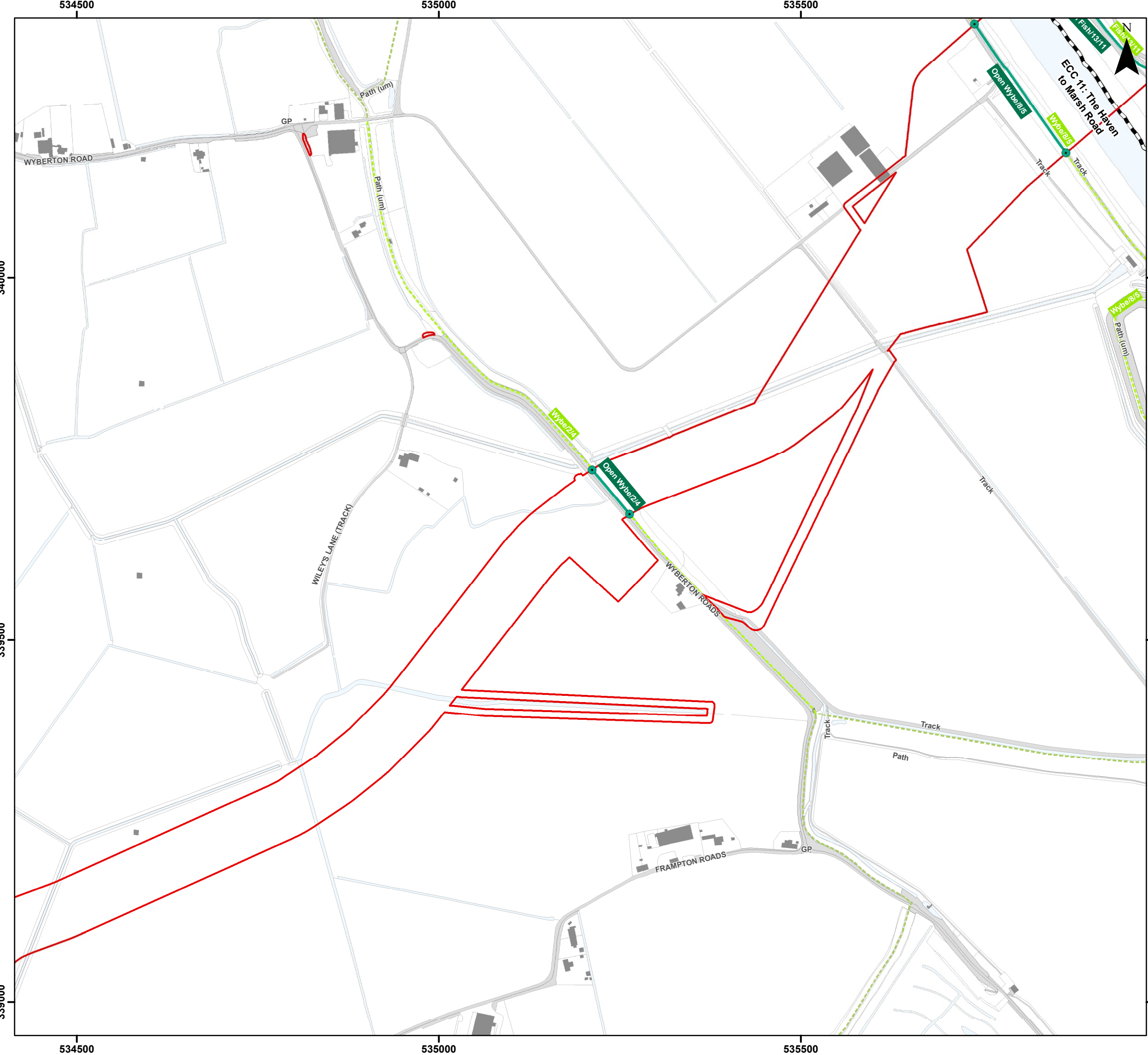
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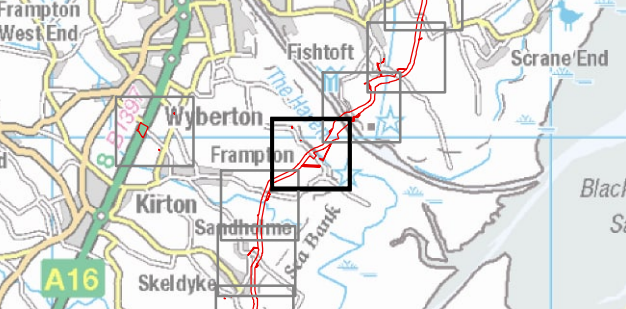


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

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Scale: 1:5,000

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Outline Public Access Management Plan

Public Rights of Way Management

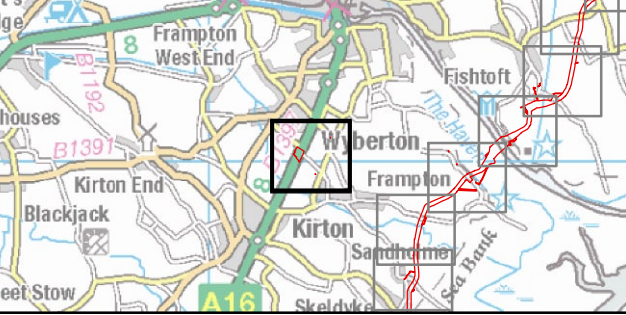
Figure 2.37



Legend

Order Limits

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0 50 100 200 Metres
Scale: 1:5,000
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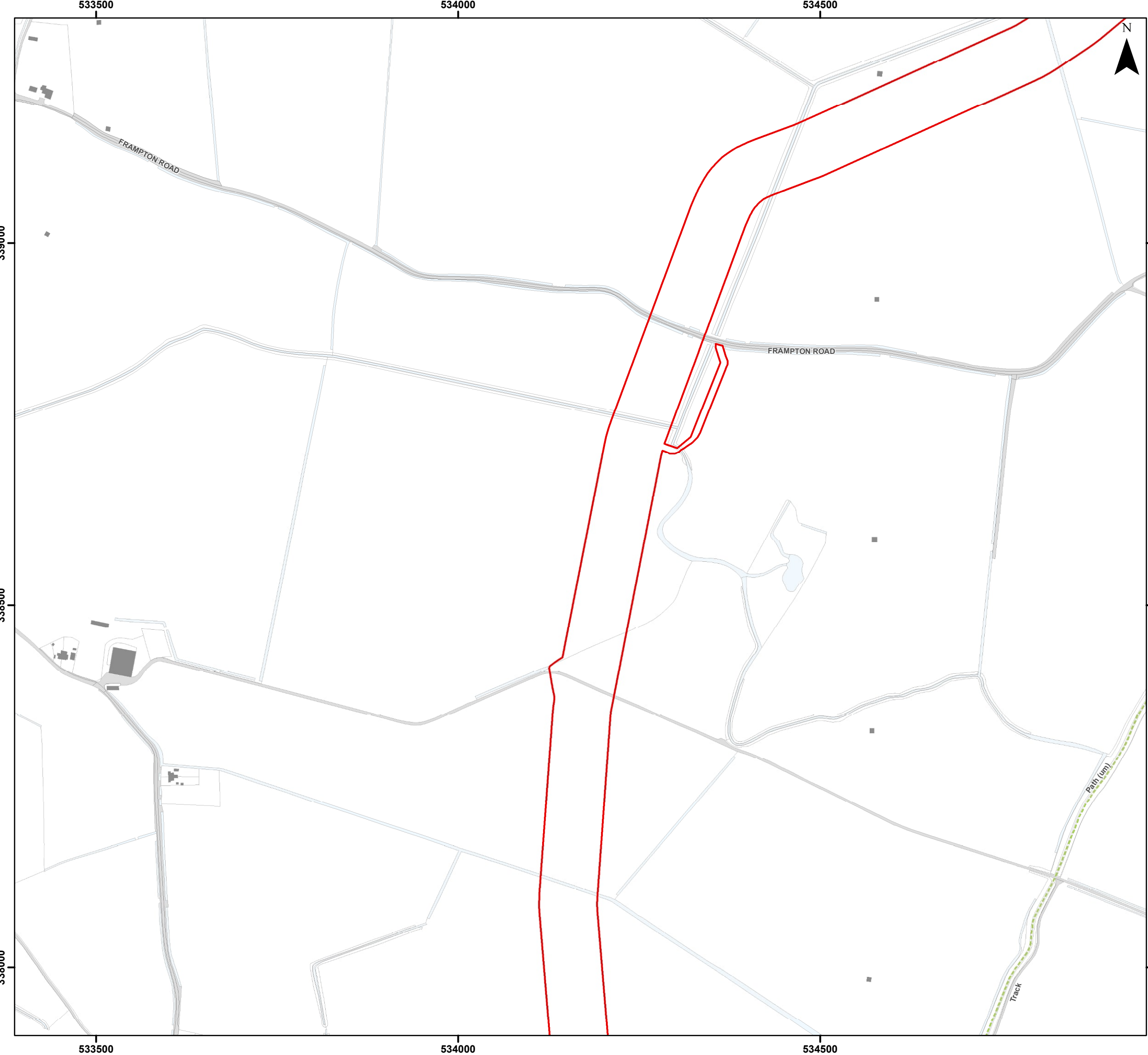
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Outline Public Access Management Plan
Public Rights of Way Management
Figure 2.38



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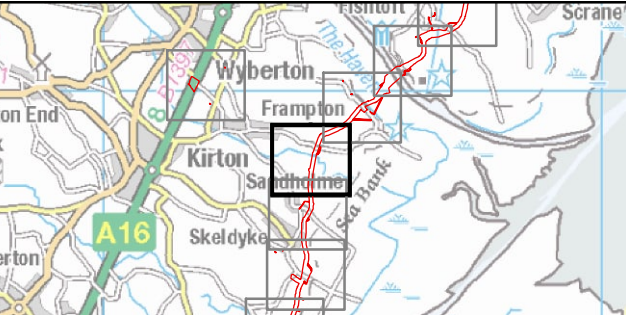


Legend

- Order Limits
- Wider Public Right of Way Network

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.39



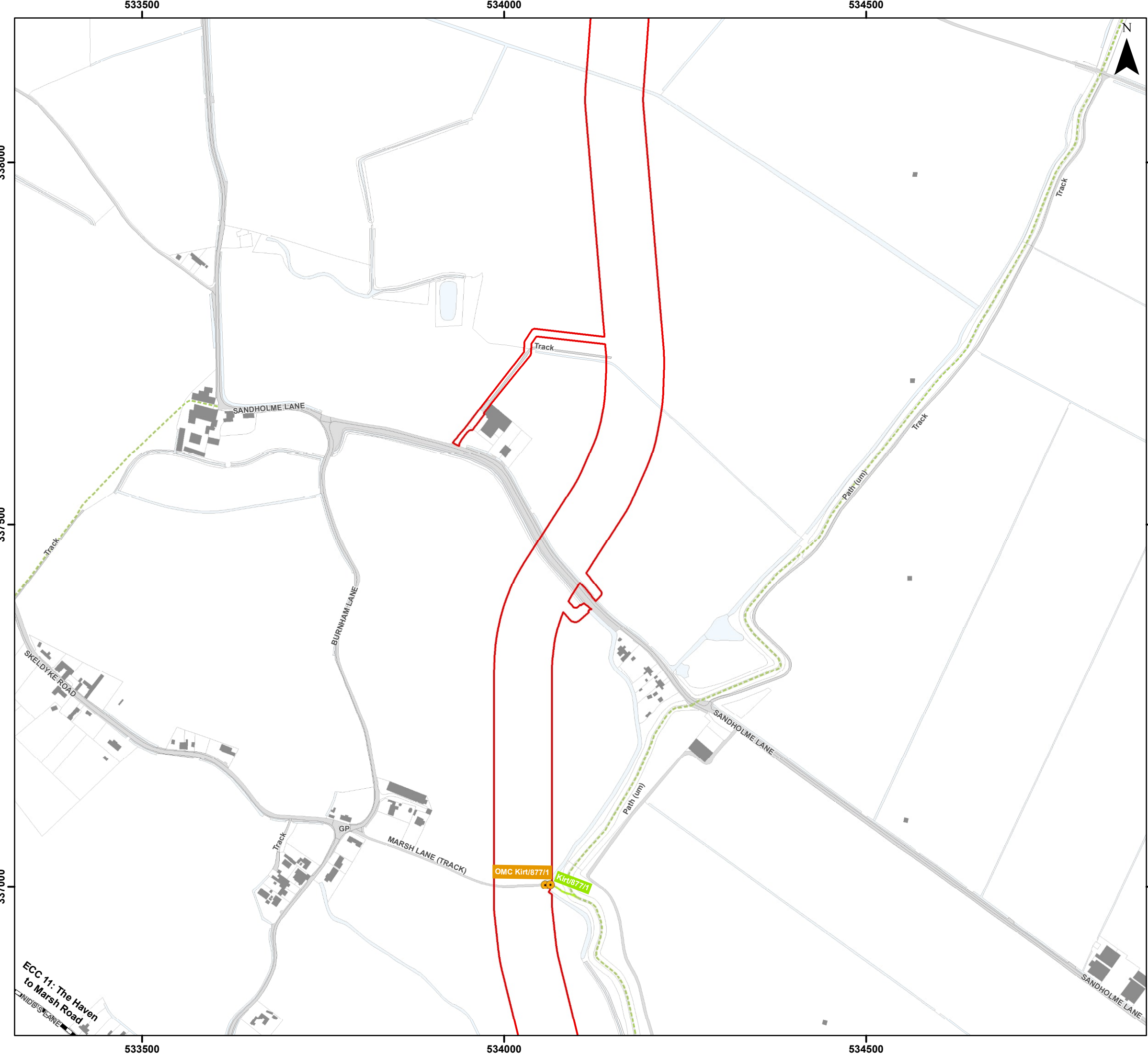
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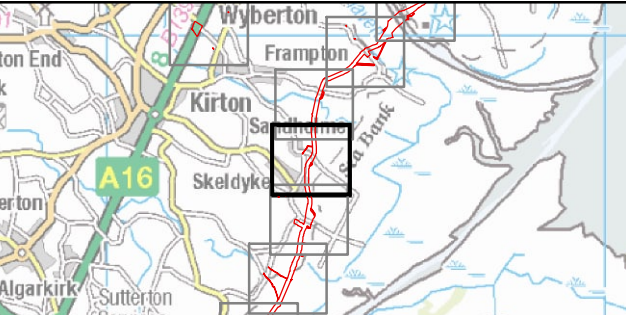


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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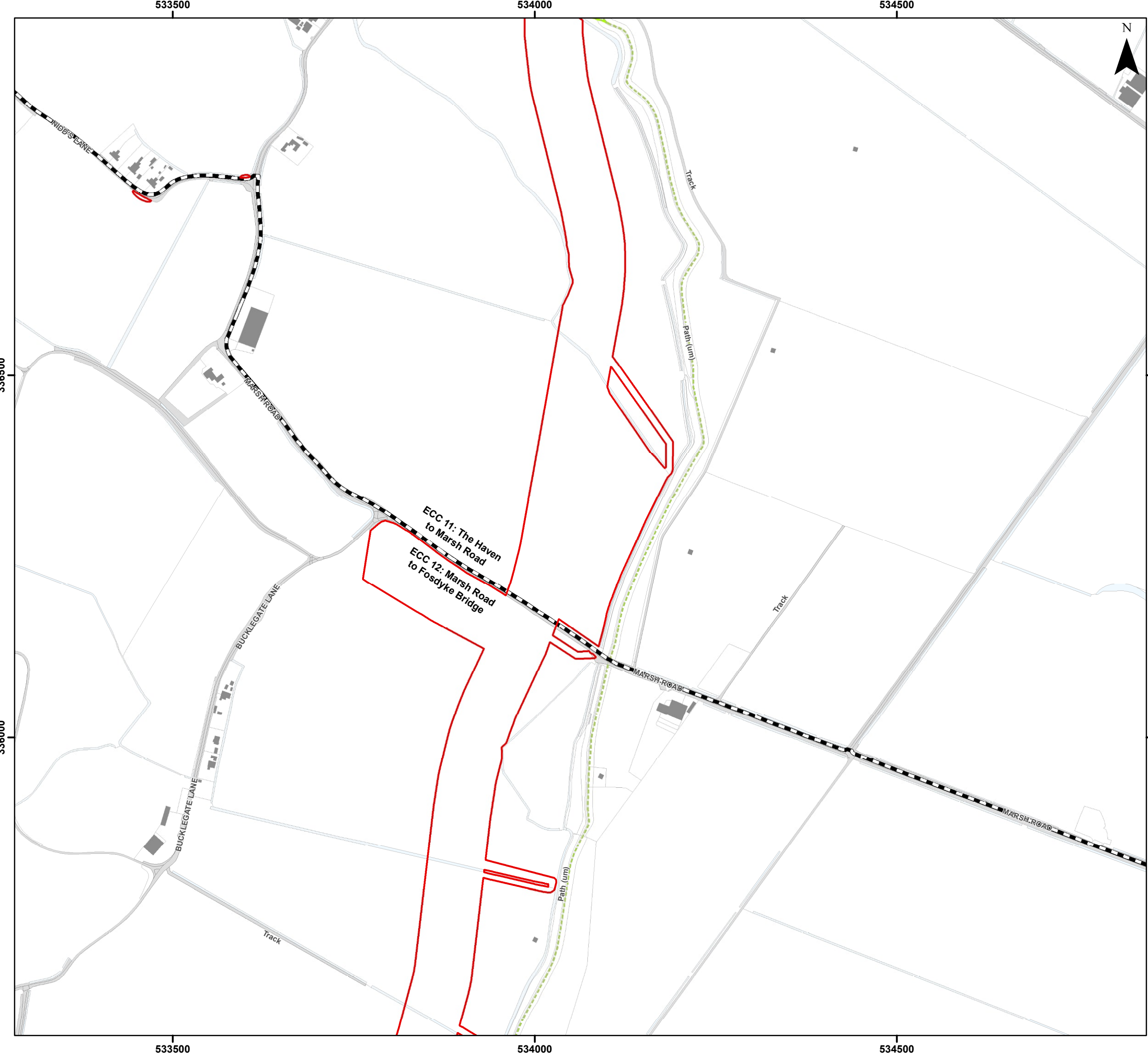
Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.40



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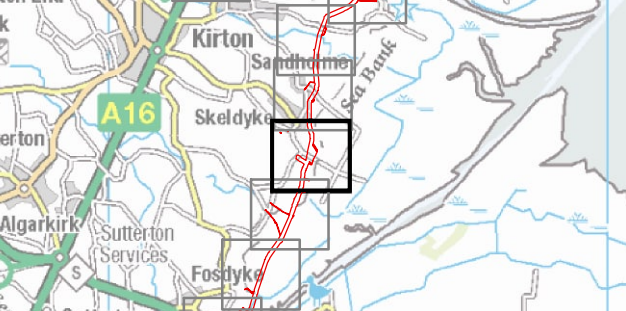


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network

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Outline Public Access Management Plan

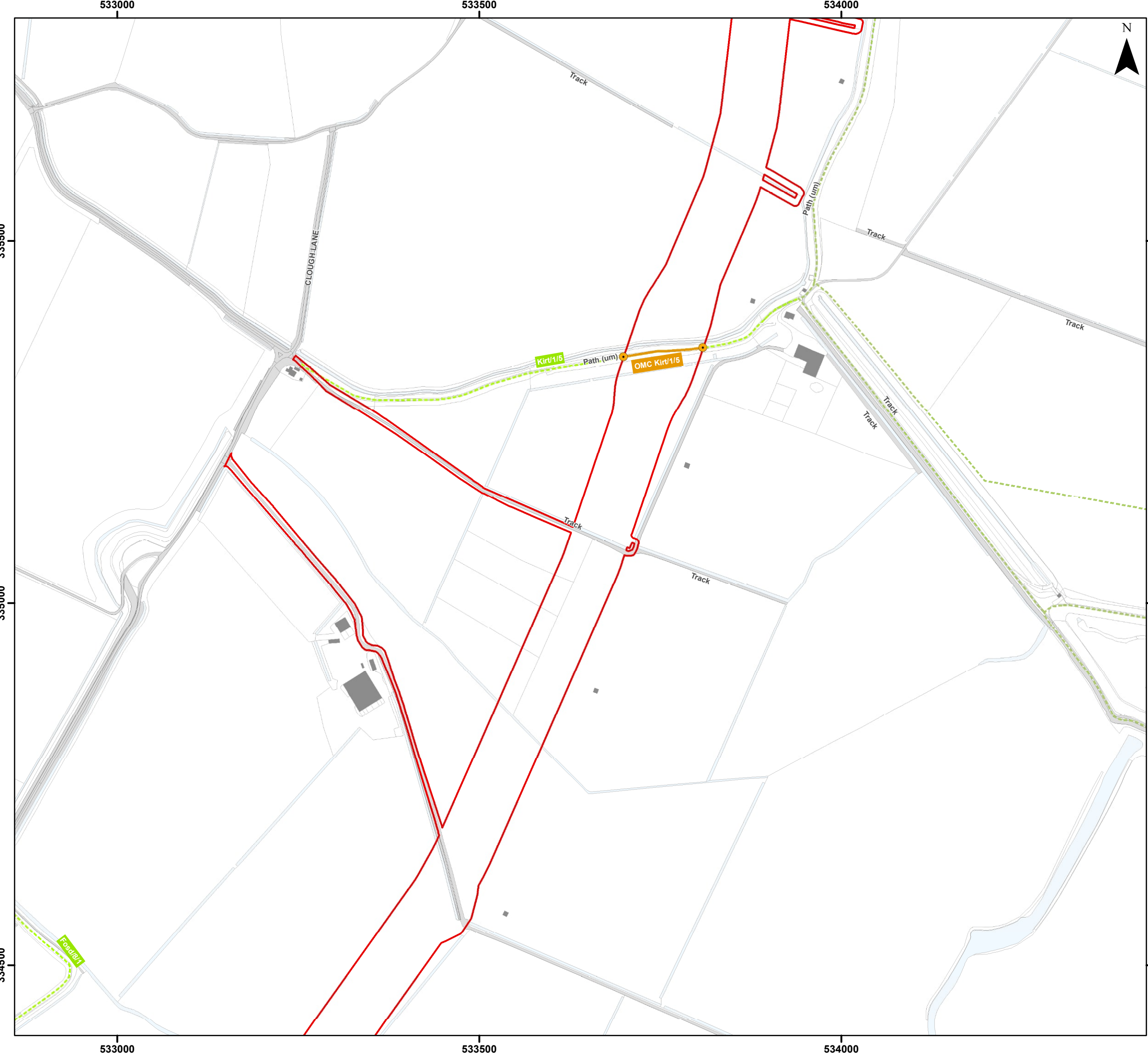
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Figure 2.41

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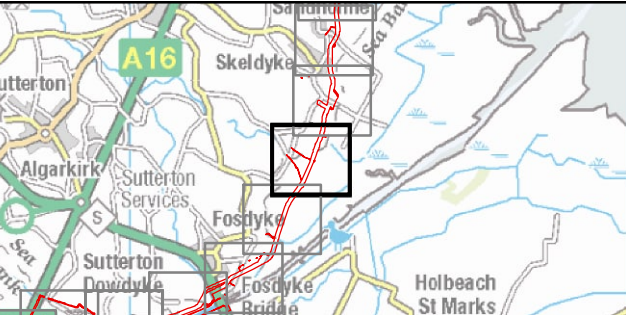


Legend

- Order Limits
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.42

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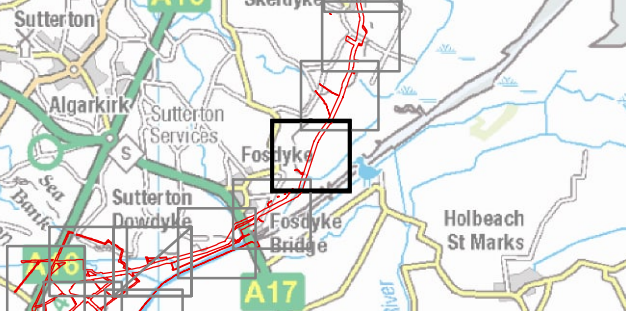


Legend

- Order Limits
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.43



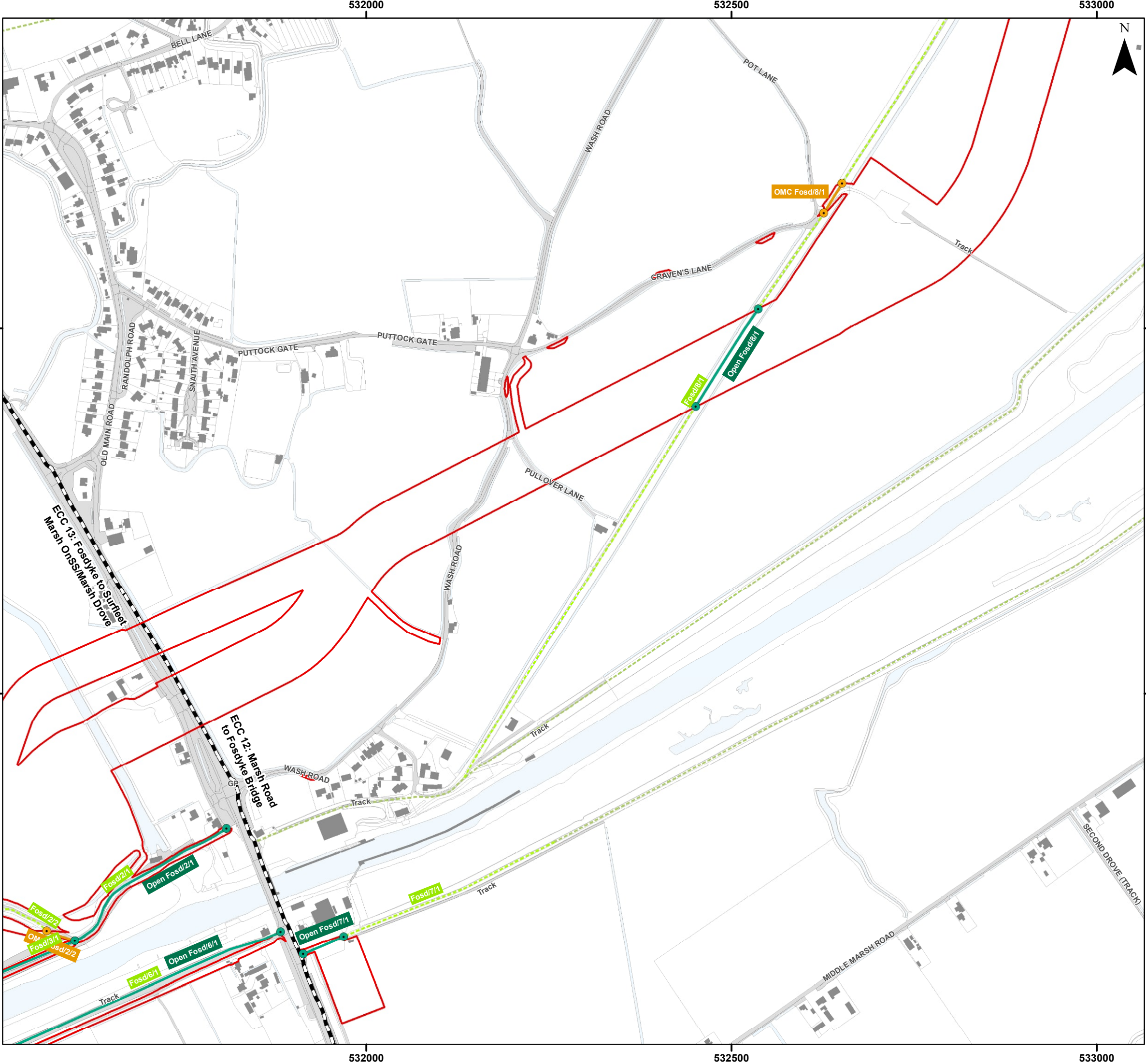
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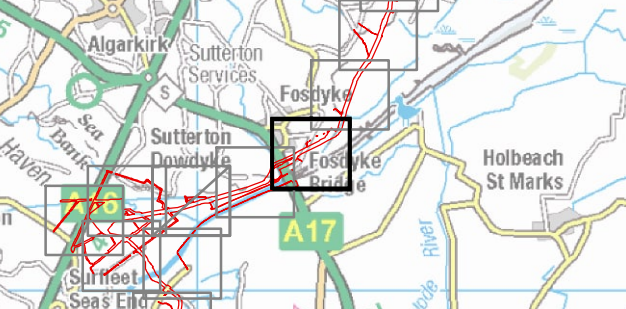
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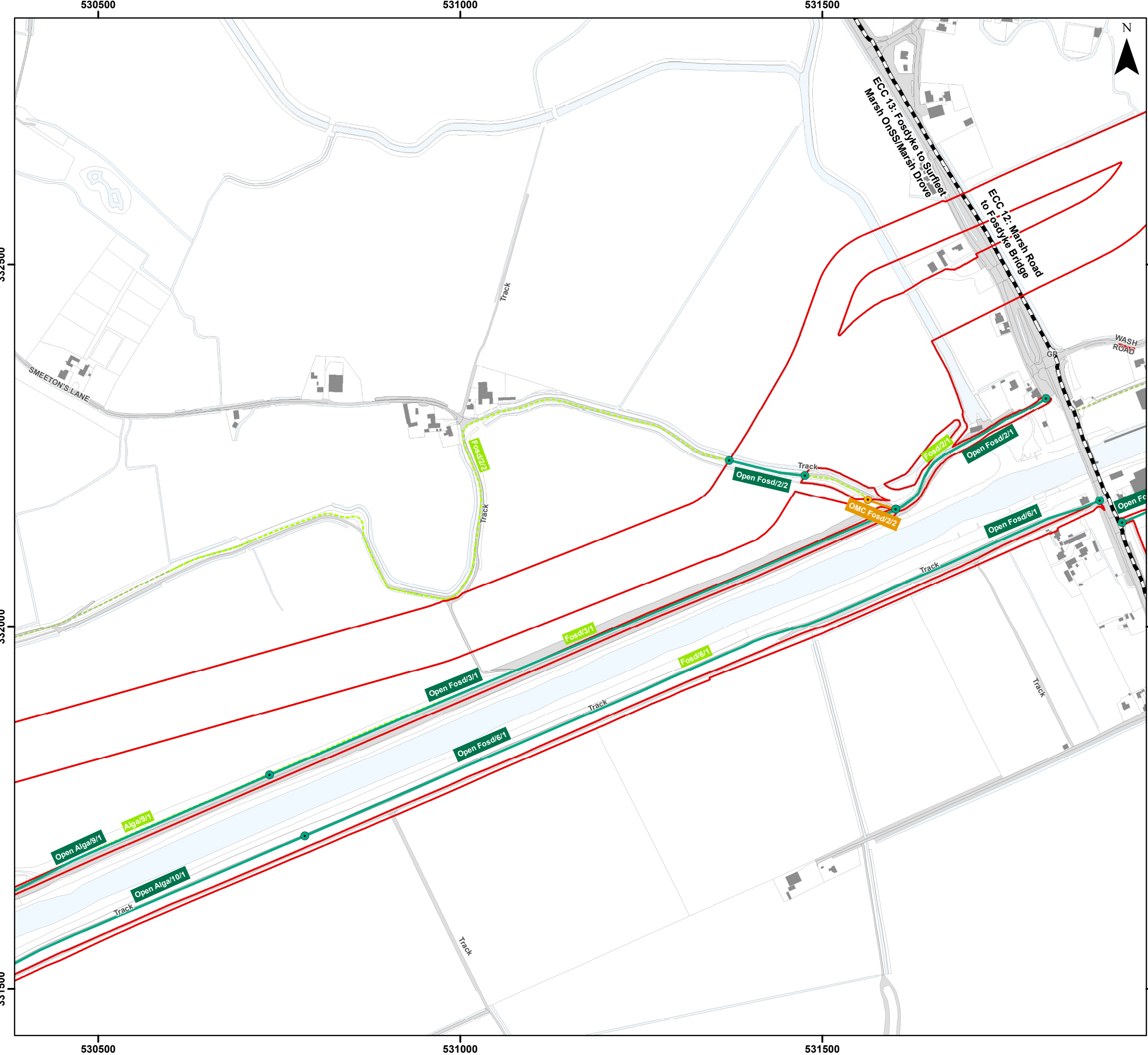
- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location
 - Open - Managed Crossing
 - Open - No Impact
- Public Right of Way Management
 - Open - Managed Crossing (OMC)
 - Open - No Impact (Open)

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Scale: 1:5,000
A3 Page Size

Outline Plans
Outline Public Access Management Plan
Public Rights of Way Management
Figure 2.44

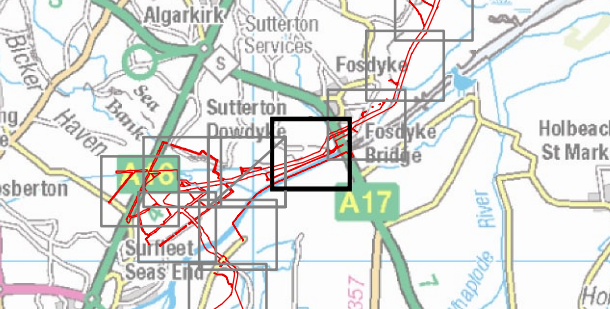


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
 - Open - No Impact
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)
 - Open - No Impact (Open)

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0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.45

529500

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530500

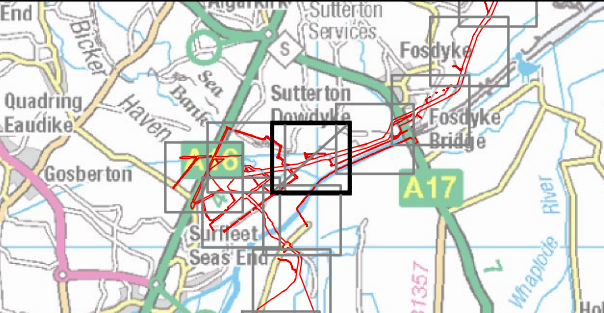
N

Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

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0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
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Public Rights of Way Management

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Marsh OnSS/Marsh Drive
ECC 14: Surfleet Marsh OnSS /
Marsh Drive to Connection Area

529500

530000

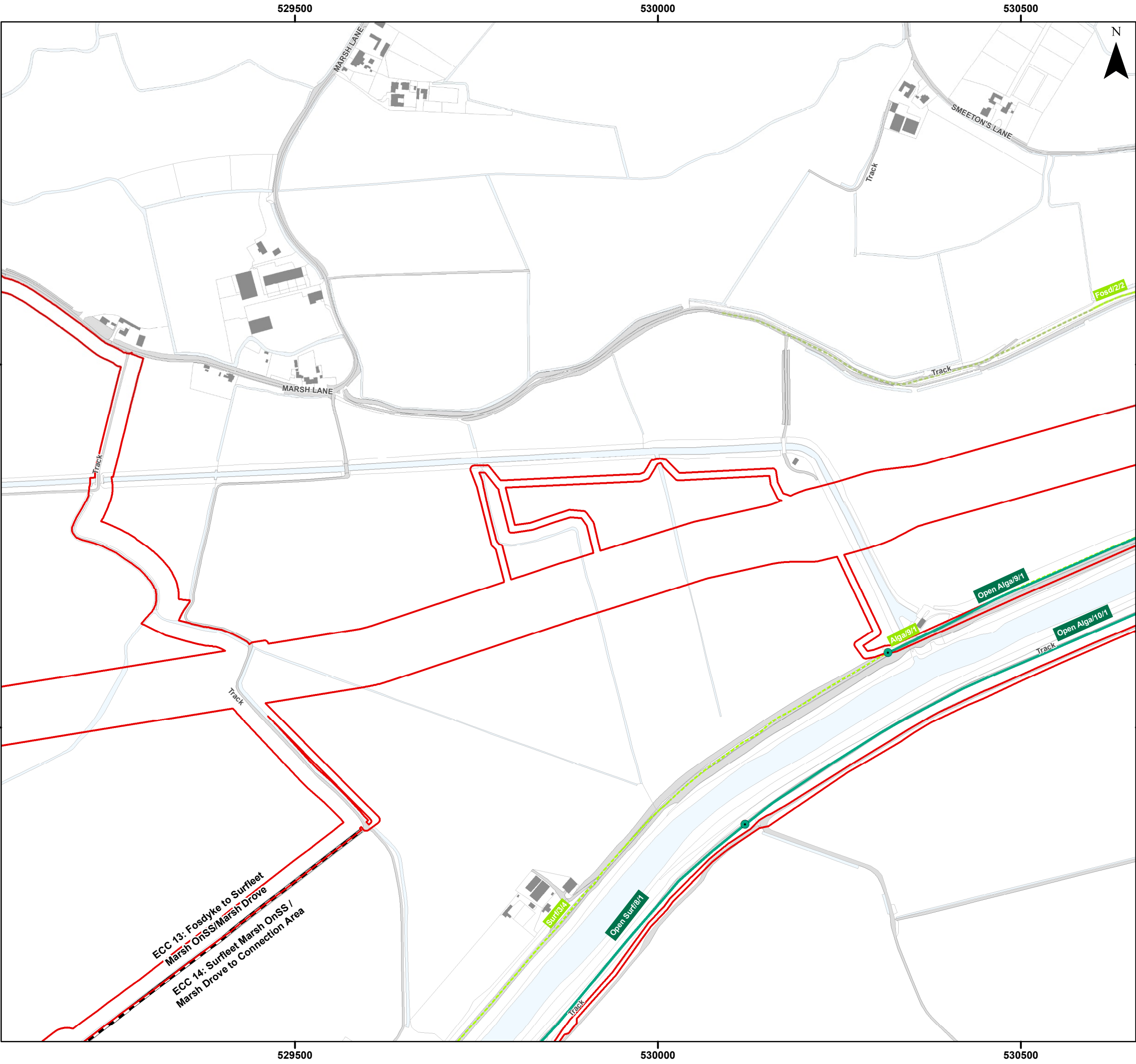
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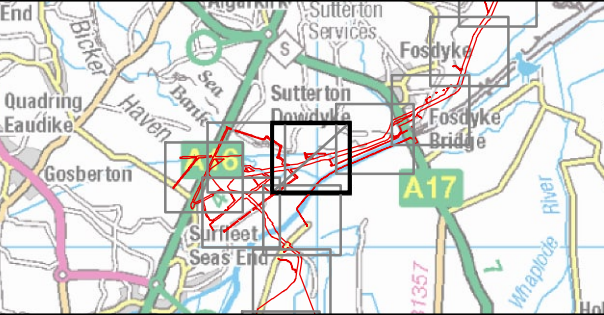


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

Sources:
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Note:
In some locations the Public Right of Way Data provided by Lincolnshire County Council (LCC) does not correspond with OS Mastermap basemapping shown in the figure. The data provided by LCC is the definitive footpath information.



Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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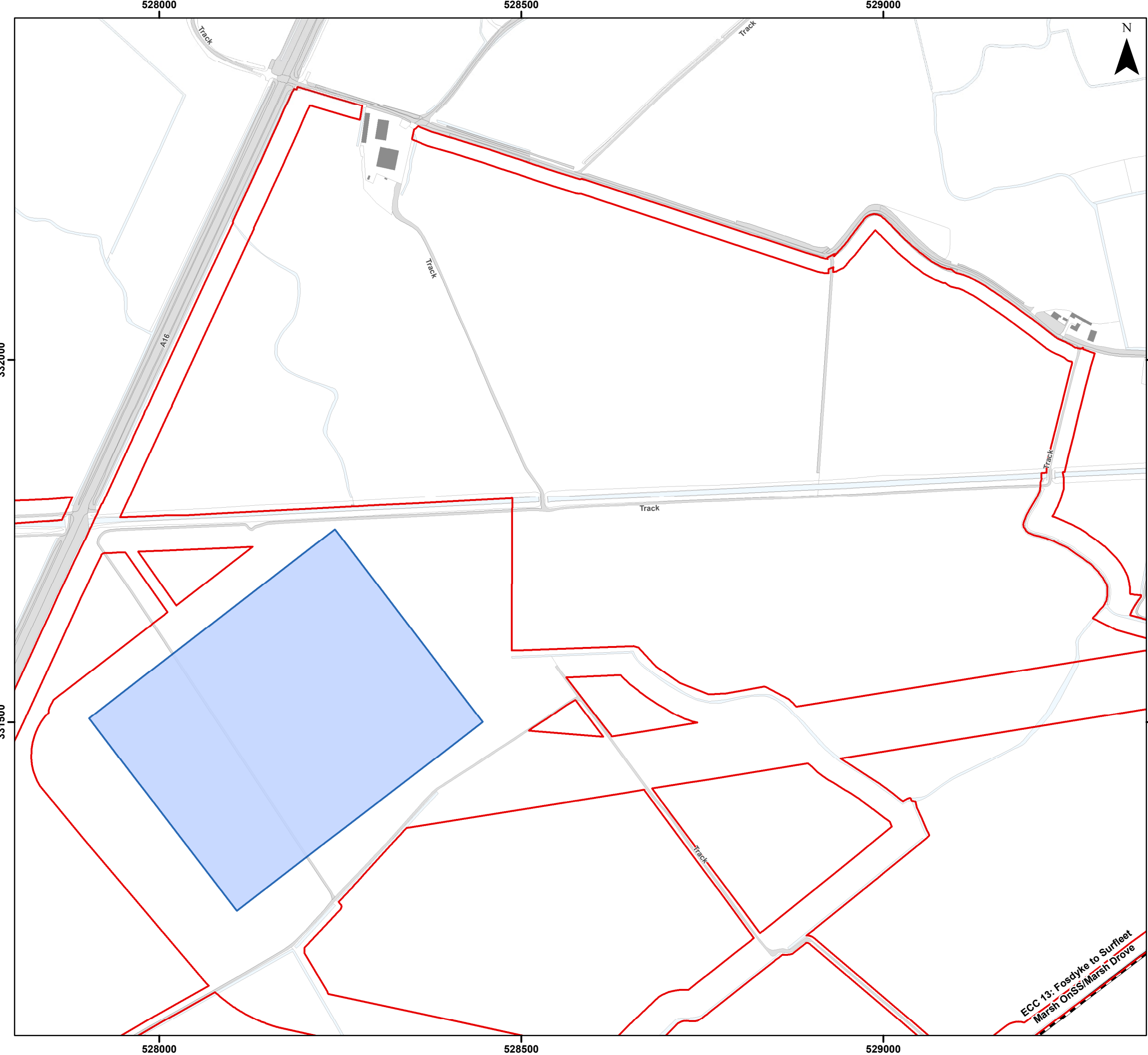
Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.47

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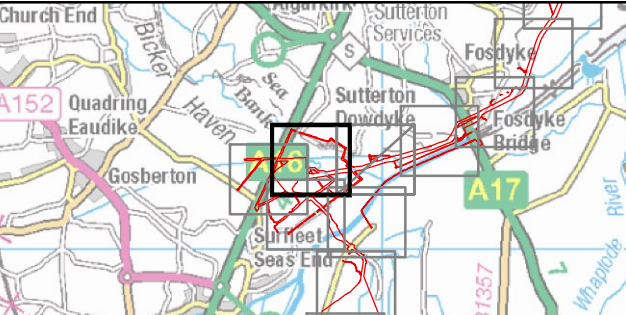


Legend

- Order Limits
- Onshore Segment Break
- Onshore Substation (OnSS) Footprint

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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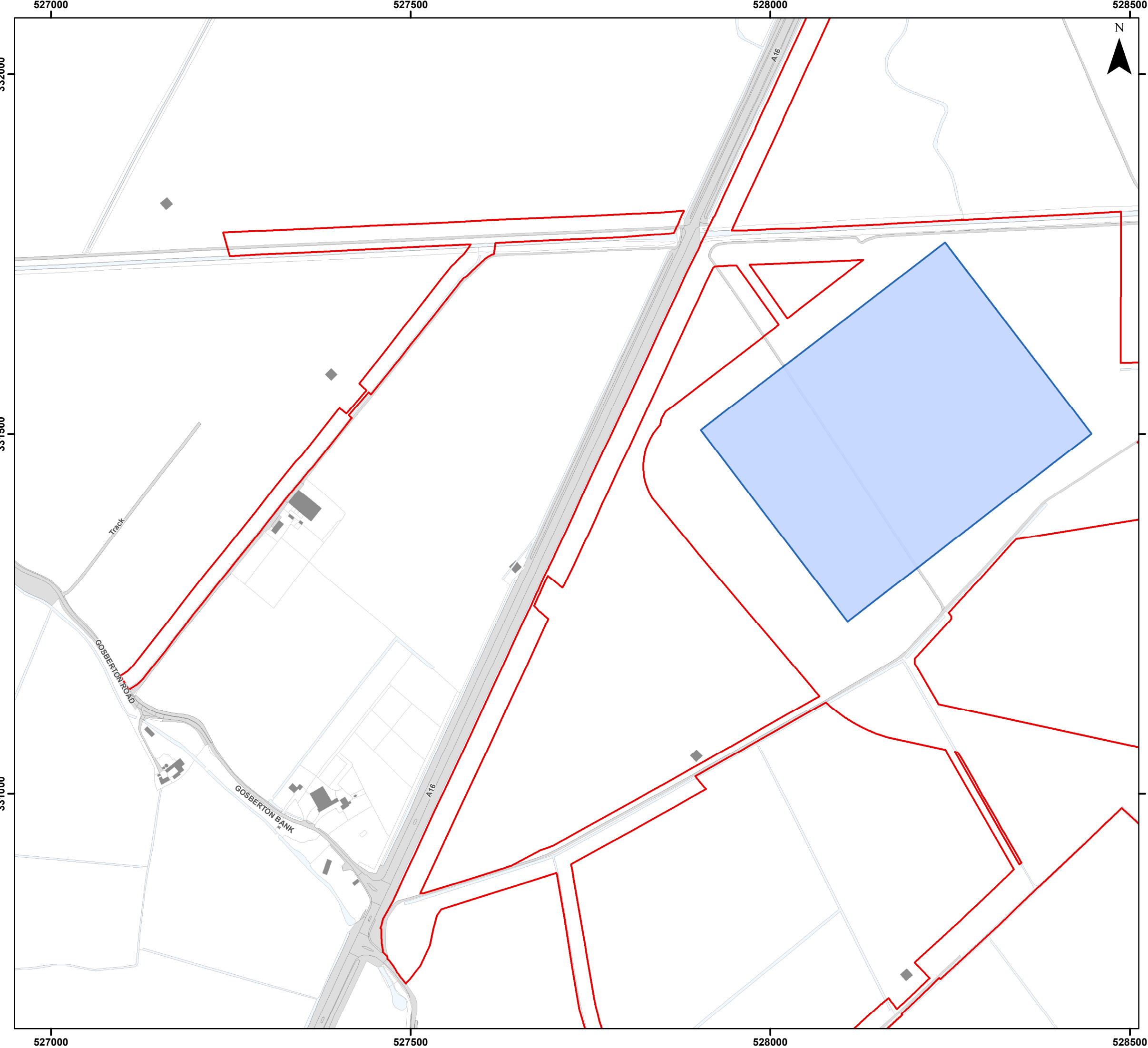
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Public Rights of Way Management

Figure 2.48

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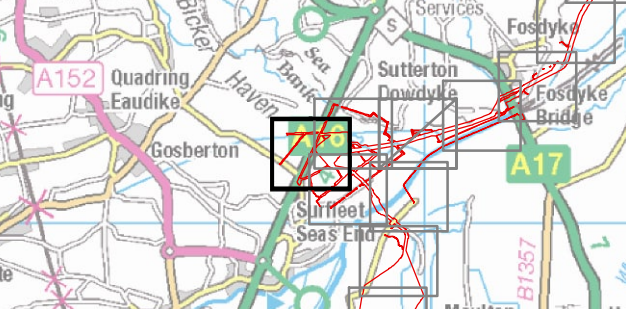


Legend

-  Order Limits
-  Onshore Substation (OnSS) Footprint

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

A3 Page Size

Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.49

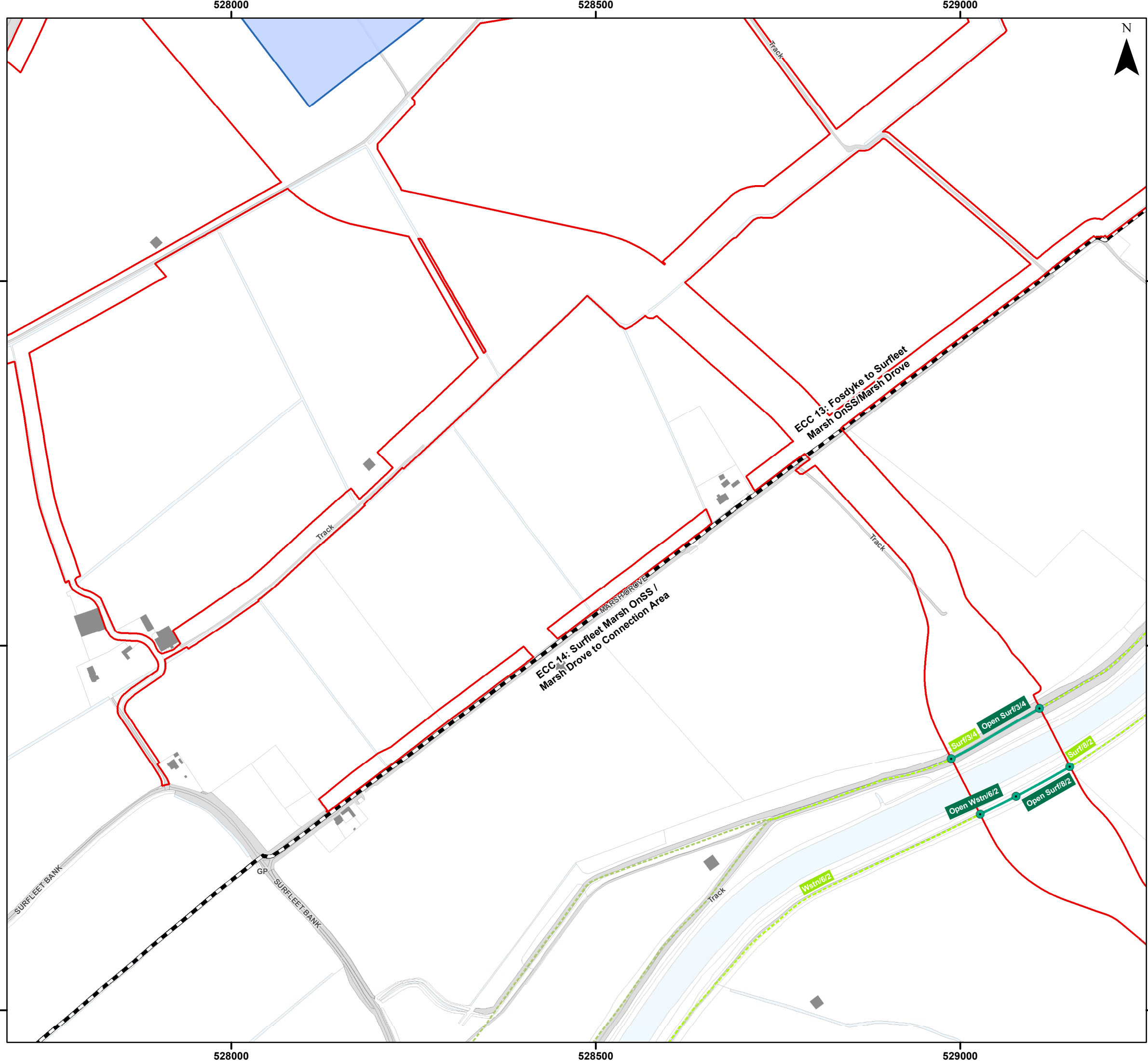


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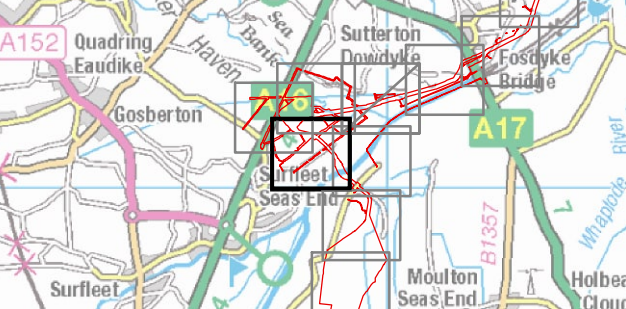


Legend

- Order Limits
- Onshore Segment Break
- Onshore Substation (OnSS) Footprint
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

Sources:
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Coordinate System: British National Grid

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Scale: 1:5,000

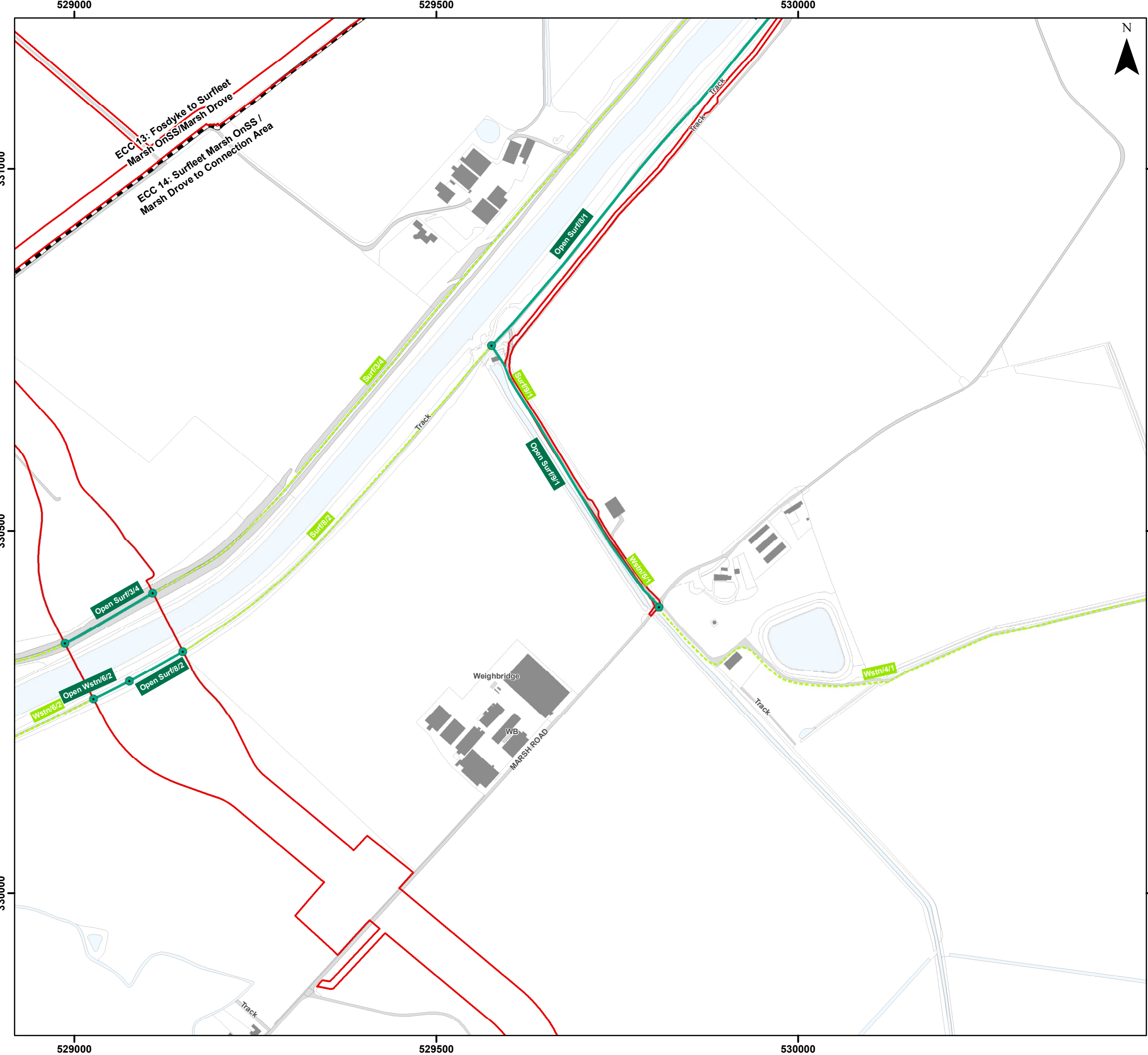
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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.50

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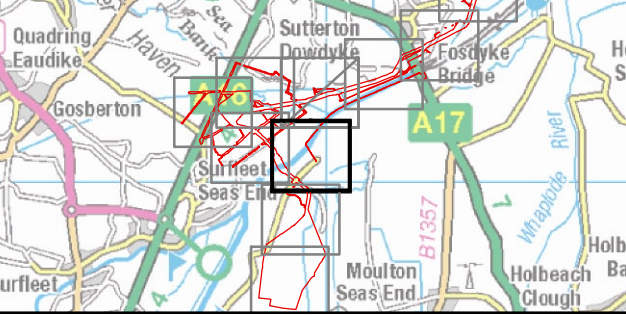


Legend

- Order Limits
- Onshore Segment Break
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - No Impact
- Public Right of Way Management**
 - Open - No Impact (Open)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

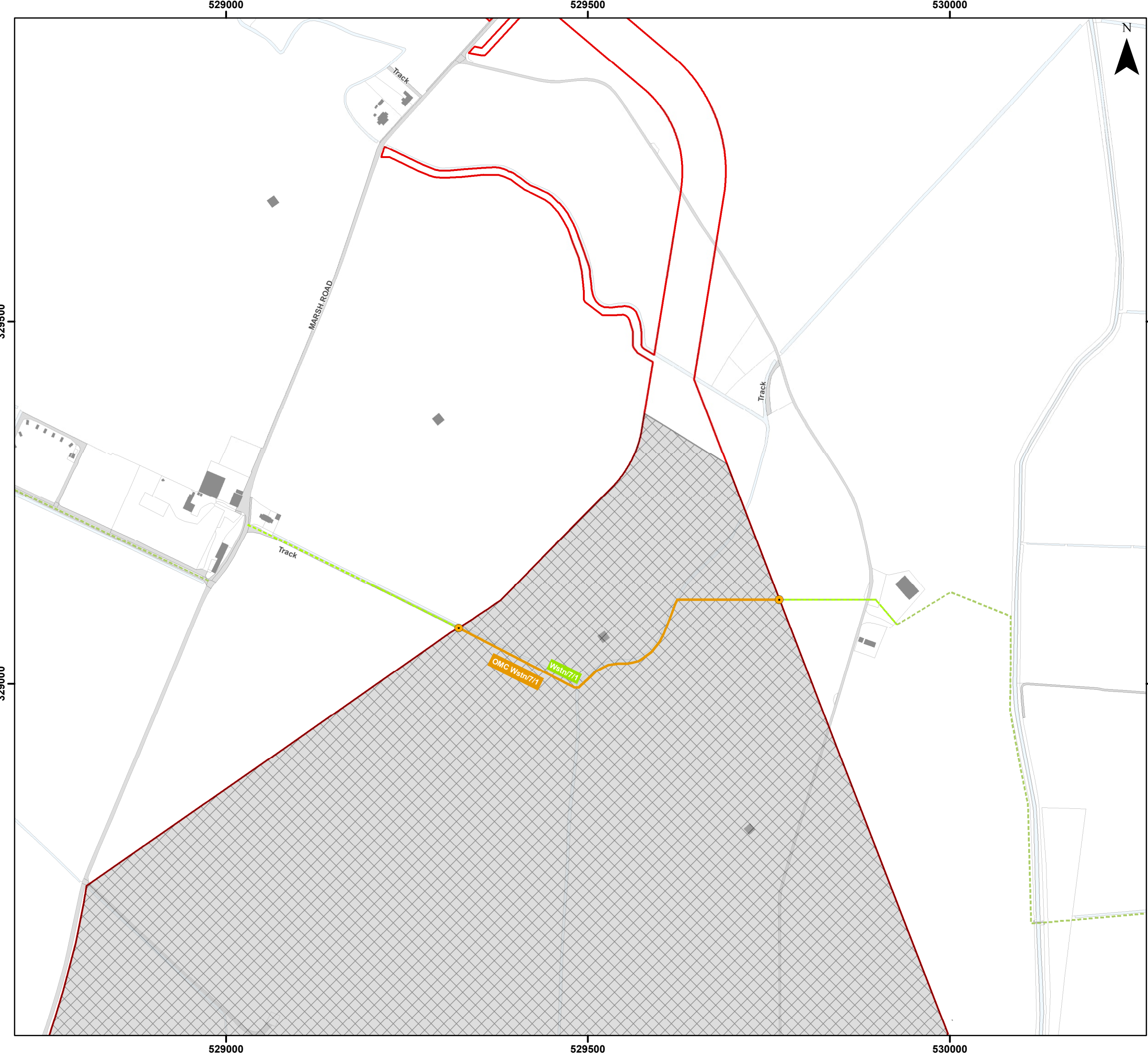
A3 Page Size

Outline Plans
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Public Rights of Way Management

Figure 2.51

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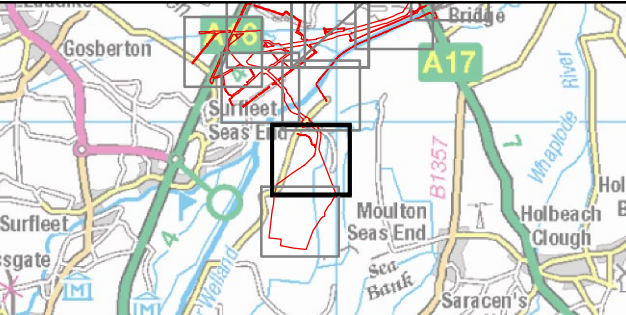


Legend

- Order Limits
- Connection Area
- Public Right of Way Network Intersecting with Order Limits
- Wider Public Right of Way Network
- Public Right of Way Management - Stopping Up Location**
 - Open - Managed Crossing
- Public Right of Way Management**
 - Open - Managed Crossing (OMC)

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

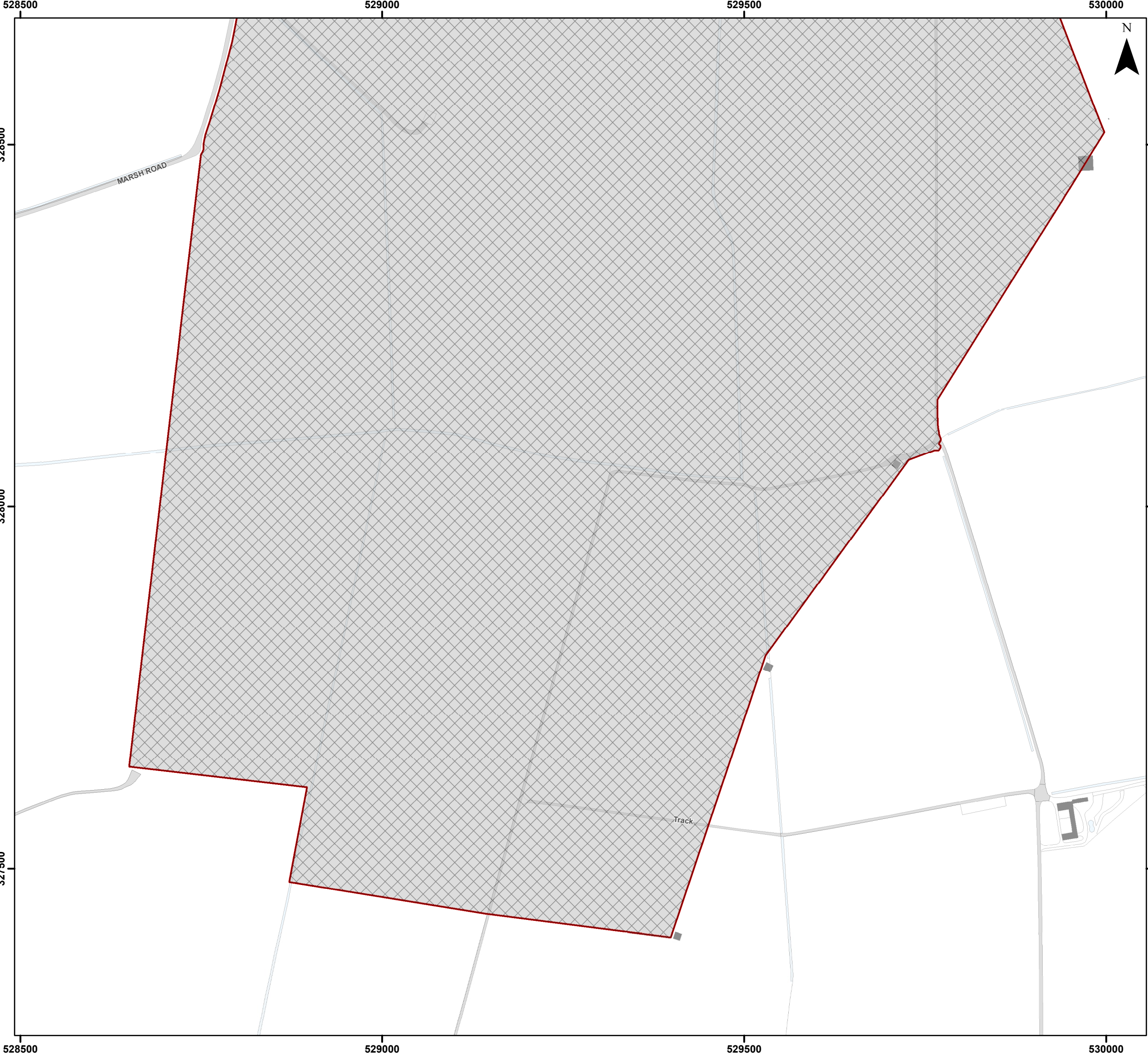
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Outline Plans
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Public Rights of Way Management

Figure 2.52

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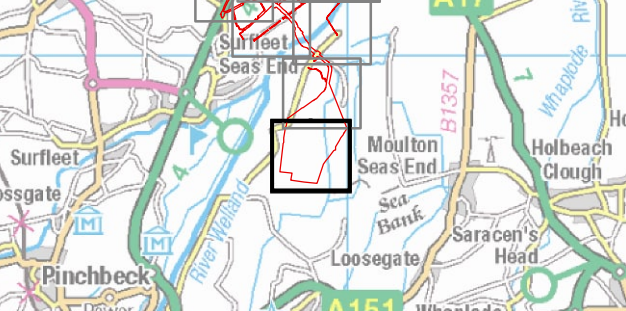


Legend

-  Order Limits
-  Connection Area

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Coordinate System: British National Grid

0 50 100 200 Metres

Scale: 1:5,000

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Outline Plans
Outline Public Access Management Plan

Public Rights of Way Management

Figure 2.53



OUTER DOWSING
OFFSHORE WIND

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