

Application by Morgan Offshore Wind Limited and Morecambe Offshore Windfarm Limited for an Order Granting Development Consent for the Morgan and Morecambe Offshore Wind Farms Transmission Assets

**Interested Party Reference number: 20053263**

SUBMISSIONS BY  
**ROYAL NATIONAL LIFEBOAT INSTITUTION**



**19<sup>th</sup> May 2025**

A 'Teams' meeting was undertaken on the 12<sup>th</sup> May including representatives from Blackpool and Lytham St Annes Lifeboat Stations, RNLI Regional Management and members of the applicants' technical team.

The purpose was to review the applicants' responses (RR-1899.1-3) to the initial concerns raised by the RNLI and to confirm suitability of their clarification and mitigation proposals.

### **1. Starr Gate Slipway**

Initial concerns with regard to the continuous availability of this slipway during the works have been allayed. It has been made clear that the slipway will not be fenced, gated or otherwise obstructed and will be used simply for vessel launch in support of cable laying and for vehicle access to the beach as necessary.

In the event of an emergency situation, RNLI vehicles and vessels will be prioritised by contractors.

The proposed Communications Plan will be updated to include the RNLI.

Certain other matters came to light during these discussions which are outlined below:

### **2. Floating Cables**

We were advised that cables may take up to two days per cable to install and, as a result, there may be instances where a cable is not fully submerged for a period of time.

During daylight this shouldn't present any navigational concerns, as we understand there will be support boats and markers used to identify the position of the cable.

However, in poor visibility or at night, the presence of a floating or semi-submerged cable is likely to present a risk to lifeboats carrying out shoreline search patterns and there is of course the coincident risk of damage to the cable from hull and propeller strikes.

Clarification of the relevant safety measures would be appreciated. At night any floating or semi-submerged cable and associated temporary picket buoy etc should be suitably marked (preferably lit) and notified to the Coastguard, as well as the local lifeboat stations. Our crews can then avoid crossing the line of any cables.

### **3. Lytham St Annes Launch Area**

At this stage we wish to retain a holding objection to the scheme until such time as the impacts on the operational efficiency of the Lytham Lifeboat has been fully established.

It has become apparent that the proposed cable entry point on the beach and associated working area coincides with the optimum launch and recovery point for the Lytham St Annes Shannon Class offshore lifeboat.

This lifeboat is normally towed in its carriage, using a tracked launch tractor, from the boathouse, along the beach, to a position close to the New Thursby Care Home. This position is used to access the maximum available water depth along this very shallow coastline, thereby ensuring best speed of launch on service.

Recovery is achieved by driving the boat ashore and then winching it into the carriage, which is then rotated 180 degrees to position the vessel for the next launch.

The current development proposals are insufficiently detailed at this stage to define an exact area of conflict between this regular launch area and the proposed works area. However, we have agreed to produce a drawing showing the manoeuvring and launch area that the lifeboat generally uses. This is in process and will be forwarded as soon as completed. We would appreciate further discussions on this point once more detail is available.

Here again, a secondary but important issue for the applicants is that the combined weight of the lifeboat and launching equipment, when fully loaded, totals close to 60 tonnes. The lifeboat itself is some 18 tonnes. We understand the cables will be buried up to 3m deep. However, given that sand levels do vary materially due to longshore drift, and especially as a result of storm impacts (which can scour sand away and /or deposit it quite quickly) the available cover may be reduced from time to time.

The applicants will need to consider the likely impacts from such a heavy vehicle passing over and around the cable runs to avoid potential damage.

**RNLI**  
**19<sup>th</sup> May 2025**