

# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Outline Public Rights of Way (PRoW) Management Plan ([F03](#))

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**Prepared by:**

**RPS**

**Prepared for:**

**Morgan Offshore Wind Limited,  
Morecambe Offshore Windfarm Ltd**

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## Glossary

Term	Meaning
400 kV grid connection cables	Cables that will connect the proposed onshore substations to the existing National Grid Penwortham substation.
400 kV grid connection cable corridor	The corridor within which the 400 kV grid connection cables will be located.
Applicants	Morgan Offshore Wind Limited (Morgan OWL) and Morecambe Offshore Windfarm Ltd (Morecambe OWL).
Biodiversity benefit	An approach to development that leaves biodiversity in a better state than before. Where a development has an impact on biodiversity, developers are encouraged to provide an increase in appropriate natural habitat and ecological features over and above that being affected.  For the Transmission Assets, biodiversity benefit will be delivered within identified biodiversity benefit areas within the Onshore Order Limits.
Code of Construction Practice	A document detailing the overarching principles of construction, contractor protocols, construction-related environmental management measures, pollution prevention measures, the selection of appropriate construction techniques and monitoring processes.
Definitive Map Modification Order	A legal process under Section 53 of the Wildlife and Countryside Act 1981 used to modify existing Public Rights of Way set out in the definitive map of Public Rights of Way.
Development Consent Order	An order made under the Planning Act 2008 granting development consent.
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
Intertidal area	The area between Mean High Water Springs and Mean Low Water Springs.
Local Authority	A body empowered by law to exercise various statutory functions for a particular area of the United Kingdom. This includes County Councils, District Councils and County Borough Councils.
Local Planning Authority	The local government body (e.g., Borough Council, District Council, etc.) responsible for determining planning applications within a specific area.
Long Distance Footpath	These are designated public footpaths typically measuring 20 miles or more in length.
Mean High Water Springs	The height of mean high water during spring tides in a year.
Mean Low Water Springs	The height of mean low water during spring tides in a year.

Term	Meaning
Morecambe OWL	Morecambe Offshore Windfarm Limited is <del>a joint venture between Zero-E Offshore Wind S.L.U. (Spain) (a Cobra group company) (Cobra) and Flotation Energy Ltd.</del> <u>owned by Copenhagen Infrastructure Partners' (CIP) fifth flagship fund, Copenhagen Infrastructure V (CI V).</u>
Morgan and Morecambe Offshore Wind Farms: Transmission Assets	The offshore and onshore infrastructure connecting the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm to the national grid. This includes the offshore export cables, landfall site, onshore export cables, onshore substations, 400 kV grid connection cables and associated grid connection infrastructure such as circuit breaker compounds. Also referred to in this report as the Transmission Assets, for ease of reading.
Morgan OWL	Morgan Offshore Wind Limited is a joint venture between <del>bp Alternative Energy Investments Ltd.</del> <u>JERA Nex bp (JNbp)</u> and Energie Baden-Württemberg AG (EnBW).
National Grid Penwortham substation	The existing National Grid substation at Penwortham, Lancashire.
Onshore export cables	The cables which will bring electricity from the landfall to the onshore substations.
Onshore export cable corridor	The corridor within which the onshore export cables will be located.
Onshore Order Limits	See Transmission Assets Order Limits: Onshore (below).
Onshore substations	The onshore substations will include a substation for the Morgan Offshore Wind Project: Transmission Assets and a substation for the Morecambe Offshore Windfarm: Transmission Assets. These will each comprise a compound containing the electrical components for transforming the power supplied from the generation assets to 400 kV and to adjust the power quality and power factor, as required to meet the UK Grid Code for supply to the National Grid.
Order limits	The limits within which the Transmission Assets may be carried out.
Public Rights of Way	A right by which the public can pass along linear routes over land at all times, including footpaths, bridleways, restricted byways, and byways.
Substation	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of electrical transformers.
Transmission Assets	See Morgan and Morecambe Offshore Wind Farms: Transmission Assets (above)
Transmission Assets Order Limits	The area within which all components of the Transmission Assets will be located, including areas required on a temporary basis during construction and/or decommissioning
Transmission Assets Order Limits: Onshore	The area within which all components of the Transmission Assets landward of Mean High Water Springs will be located, including areas required on a

Term	Meaning
	temporary basis during construction and/or decommissioning (such as construction compounds). Also referred to in this report as the Onshore Order Limits, for ease of reading.

## Acronyms

Acronym	Meaning
<a href="#">BAOL</a>	<a href="#">Blackpool Airport Operations Limited</a>
CoCP	Code of Construction Practice
DCO	Development Consent Order
HDD	Horizontal Directional Drilling
HNDR	Holistic Network Design Review
MLWS	Mean Low Water Springs
Morecambe OWL	Morecambe Offshore Windfarm Ltd
Morgan OWL	Morgan Offshore Wind Limited
NCRs	National Cycle Routes
PRoW	Public Rights of Way

## Units

Unit	Description
m	Metres

# 1 Outline Public Rights of Way Management Plan

## 1.1 Background

### 1.1.1 Introduction

1.1.1.1 This Outline Public Rights of Way (PRoW) Management Plan has been prepared as part of a Development Consent Order (DCO) application for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (referred to hereafter as 'the Transmission Assets').

1.1.1.2 An Outline Open Space Management Plan is provided in **Appendix A** of this Outline PRoW Management Plan.

1.1.1.3 This Outline PRoW Management Plan has been updated for Deadline 4 in response to the following:

- Update to Requirement 8 wording in line with the draft Development Consent Order (REP2-004) to include Blackpool Airport Operations Limited (BAOL) as a consultee along with the relevant management plans upon which BAOL will be consulted by the relevant planning authority;
- Clarification of the roles and responsibilities for implementing this outline management plan;
- Clarification that the measures within this outline PRoW management plan are not expected to be engaged during the onshore site preparation works;
- Addition of King Charles III England Coast Path to **Table 1.1**; and
- Clarification of measures relating to managed crossings. The Applicants note that these clarifications were discussed with Lancashire County Council at Deadline 3.

## 1.2 Implementation

1.2.1.1 This Outline PRoW Management Plan forms an appendix to the Outline Code of Construction Practice (CoCP) (document reference J1). Following the granting of consent for the Transmission Assets, detailed PRoW Management Plans will be prepared as a part of the detailed Code of Construction Practice(s) on behalf of Morgan OWL and/or Morecambe OWL, prior to commencement of the relevant stage of works and will follow the principles established in this Outline PRoW Management Plan. The detailed PRoW Management Plans will require approval by the relevant planning authority following consultation with relevant stakeholders. The Applicants and all appointed contractors will be responsible for the implementation of the detailed PRoW Management Plans.

1.2.1.2 The Applicants have committed to implementation of detailed PRoW Management Plans via the following commitment, CoT91 (see Volume 1, Annex 5.3: Commitments Register, document reference F1.5.3), and

is secured by inclusion of Requirement 8 of the draft Development Consent Order (DCO) (document reference C1) Schedules 2A & 2B. Below sets out the requirement wording for Project A (Project B's requirement mirror those of Project A for this requirement and are, therefore, not repeated):

8.—(1) *No stage of the Project A onshore works or Project A intertidal works may commence until for that stage a code of construction practice has been submitted to and approved by the relevant planning authority following consultation as appropriate with —*

*(a) Lancashire County Council;*

*(b) Natural England;*

*(c) the Environment Agency ~~and~~;*

*(d) in relation to the Project A intertidal works or, if applicable to the Project A offshore works, the MMO.*

*(e) in relation to the Project A Blackpool Airport works, BAOL to the extent specified in the outline code of construction practice.*

(2) *Each code of construction practice must accord with the outline code of construction practice and include, as appropriate to the relevant stage, a...*

*(e) public rights of way management plan (in accordance with the outline public rights of way management plan);...*

(3) *The code of construction practice approved in relation to the relevant stage of the Project A onshore works must be followed in relation to that stage of the Project A onshore works ~~and~~ Project A intertidal works.*

1.2.1.3 Requirement 8(1)(e) identifies BAOL as a named consultee prior to the approval by the relevant planning authority of detailed codes of construction practice. BOAL will be consulted in relation to a stage of construction that includes either the Project A Blackpool Airport Works or the Project B Blackpool Airport Works. With regards to the management plans to be appended (as appropriate to the relevant stage) to the detailed codes of construction practice, BAOL will be consulted on the PRow Management Plan (in accordance with the outline PRow Management Plan by the relevant planning authority).

~~4.2.1.3~~ 1.2.1.4 The Transmission Assets may adopt a staged approach to the approval of DCO requirements. This will enable requirements to be approved in part or in whole, prior to the commencement of the relevant stage of works in accordance with whether staged approach is to be taken to the delivery of the each of the offshore wind farms.

~~4.2.1.4~~ 1.2.1.5 For onshore and intertidal works (landward of Mean Low Water Springs), this approach will be governed by the inclusion of Requirement 3 within the draft DCO, which requires notification to be submitted to the relevant planning authority/authorities detailing whether Project A or Project B relevant works will be constructed in a single

stage; or in two or more stages to be approved prior to the commencement of the authorised development.

## **1.3 Purpose and scope of this Outline PRow Management Plan**

- 1.3.1.1 The purpose of this Outline PRow Management Plan is to set out the approach to managing impacts on PRow during construction of the Transmission Assets.
- 1.3.1.2 Onshore site preparation works are defined in article 2 of the draft DCO (document reference C1). There is not expected to be any interaction with PRow during onshore site preparation works and therefore, the measures within this outline plan will not be engaged during these works.
- 1.3.1.3 This Outline PRow Management Plan applies to the construction activities for the Transmission Assets located landward of MLWS and does not consider impacts seaward of MLWS.

## **1.4 Roles and responsibilities**

### **1.4.1 Overview**

- 1.4.1.1 The key roles and associated responsibilities with regard to this Outline PRow Management Plan are set out below. The Construction (Design and Management) Regulations 2015 also identify the legal duties, responsibilities and obligations of all the major roles within the construction team. The responsibilities of each role will be refined in the detailed PRow Management Plans.

### **1.4.2 Applicants**

- 1.4.2.1 The Applicants will be responsible for the following:
- Ensuring that the Outline PRow Management Plan is implemented effectively
  - Giving necessary direction to contractors (for example, setting contractual obligations) and
  - Preparing the detailed PRow Management Plan(s) and undertaking reviews and refining the PRow Management Plans (where necessary) in conjunction with the Principal Contractors.

### **1.4.3 Principal Contractors**

- 1.4.3.1 Principal Contractors will be appointed by Morgan OWL and Morecambe OWL and have the overall responsibility for:
- Delivering the detailed PRow Management Plan(s) on behalf of the Applicants;
  - Ensuring all procedures in the detailed PRow Management Plans are followed;



- Ensuring all contractors are suitably qualified and experienced in implementing the measures within the detailed PRow Management Plans; and
- Maintain records relevant to the detailed PRow Management Plans.

## **1.4.4 Contractors/Subcontractors**

**1.4.4.1** Contractors and subcontractors will be required to understand their responsibilities and implement the measures within the detailed PRow Management Plans.

## **1.3.1.5 Methodology**

### **1.3.1.5.1 PRow and public access rights**

**1.3.1.1.5.1.1** The PRow and access routes located within the Onshore Order Limits, and therefore considered within this Outline PRow Management Plan are defined as one of the following.

- **Footpath:** being a highway over which the public have a right of way on foot only and which is not a footway.
- **Bridleway:** being a highway over which the public have a right of way on foot and on horseback or leading a horse and by pedal cycle.

**1.3.1.2.5.1.2** This Outline PRow Management Plan recognises that other routes (e.g. NCRs, Long Distance Footpaths) with public access provide additional recreational routes that may be used by all types of users, including walkers, cyclists and horse-riders. The management of these has also been considered and outlined within this plan.

**1.3.1.3.5.1.3** Plans showing the location and geographic extent of potentially affected PRow, including managed crossings and proposed indicative temporary diversions (within the Order Limits) are provided in **Figure 1.4** to **Figure 1.11** of this Outline PRow Management Plan and the Public Rights of Way Plan (document reference B13) submitted with the DCO application.

### **1.3.2.1.5.2 Potentially affected PRow**

**1.3.2.1.5.2.1** The definitive PRow mapping data indicates that a total of 32 PRow intersect the Onshore Order Limits, including Long Distance Footpaths, Lancashire Coastal Way and Ribble Way, and NCR 62 and NCR 622. Of these PRow, 21 are located within the Local Authority area of Fylde Council, two within Blackpool Council, 9 within South Ribble Borough Council and two within Preston City Council. In addition, some of these affected PRow coincide with multiple Local Authority areas (e.g. 5-3-FP 2).

**1.3.2.2.5.2.2** PRow mapping data within the Onshore Order Limits has been taken from Local Authority websites and is considered as a

definitive record of PRow. Further information regarding the data sources used to inform the baseline assessment are provided in Volume 3, Annex 6.3: Published recreational resources plan technical report of the ES (document reference F3.6.3).

~~1.3.2.3~~ 1.5.2.3 The location of PRow and other routes with public access have also been verified through consultation with PRow officers from relevant Local Authorities and site visits undertaken in 2024.

### ~~1.3.3~~ 1.5.3 Consultation

~~1.3.3.1~~ 1.5.3.1 The Applicants sought agreement regarding the proposed management of affected PRow with PRow Officers from relevant Local Authorities (Lancashire County Council) as part an Expert Working Group (EWG) meeting undertaken in 19 September 2024.

~~1.3.3.2~~ 1.5.3.2 The PRow Officers from Lancashire County Council raised no objections to the proposed management of affected PRow and were supportive of the Applicants commitment to avoid or mitigate impacts on PRow via trenchless techniques, managed crossings and temporary diversions.

### ~~1.4~~ 1.6 Location of PRow

#### ~~1.4.1~~ 1.6.1 PRow locations and descriptions

~~1.4.1.1~~ 1.6.1.1 The PRowS located within the Onshore Order Limits, including the relevant Local Authority area, reference number and type are provided in **Table 1.1** below. The location and geographic extent of PRow within and surrounding the Onshore Order Limits is presented in **Figure 1.4** to **Figure 1.11** of this Outline PRow Management Plan and the Public Rights of Way Plan (document reference B13) submitted with the DCO application.

**Table 1.1: PRow located within the Onshore Order Limits**

Type	Local Authority area(s)	Reference	Associated Project
Bridleway	Fylde	5-2-BW 16	Morgan and Morecambe
		5-2-BW 11	Morgan and Morecambe
		5-2-BW 12	Morgan and Morecambe
		5-3-BW 12	Morgan and Morecambe
		5-2-BW 13	Morgan and Morecambe
		5-9-BW 12	Morgan and Morecambe
		5-5-BW 16	Morgan and Morecambe
Definitive Map Modification Order ( <a href="#">King Charles III England Coast Path</a> )	South Ribble	<del>7-9-DMMO</del> CPH-2-S012, CHP-2-S013, CHP-2-S014, CHP-2-S015, CPH-2-S016 and CPH-2-S017	Morgan and Morecambe
Footpath	Fylde; South Ribble	5-3-FP 2	Morgan and Morecambe
	Fylde	5-9-FP 9	Morgan and Morecambe
		5-5-FP 2	Morgan and Morecambe
		5-9-FP 7	Morgan and Morecambe
		5-5-FP 3	Morgan and Morecambe
		5-2-FP 8	Morgan and Morecambe
		5-3-FP 4	Morgan and Morecambe
		5-9-FP 8	Morgan and Morecambe
		5-5-FP 4	Morecambe
		5-9-FP 5	Morgan and Morecambe
		5-3-FP 5	Morgan and Morecambe
		5-9-FP 6	Morecambe

Type	Local Authority area(s)	Reference	Associated Project
	Preston	6-8-FP 21	Morgan and Morecambe
	South Ribble	7-9-FP 4	Morgan and Morecambe
		7-9-FP 5	Morgan and Morecambe
		7-9-FP 9	Morgan and Morecambe
		7-9-FP 7	Morgan and Morecambe
		7-9-FP 10	Morgan and Morecambe
		7-9-FP 3	Morgan and Morecambe
		7-9-FP 11	Morgan and Morecambe
Long Distance Footpath	Fylde; Blackpool	Lancashire Coastal Way	Morgan and Morecambe
	South Ribble	Ribble Way	Morgan and Morecambe
National Cycle Route	Fylde; Blackpool	NCR 62	Morgan and Morecambe
	Preston	NCR 622	Morgan and Morecambe

## 1.5.1.7 Management measures

### 1.5.1.7.1 Overarching management principles

~~1.5.1.1~~ 1.7.1.1 The aim of the Outline PRow Management Plan is to seek to maintain access within the existing PRow for the public during construction and operation of the Transmission Assets. However, where this has not been possible, proposed indicative temporary diversions or permanent gated crossings (i.e. for the Morecambe onshore substation) have been identified as part of this Outline PRow Management Plan.

~~1.5.1.2~~ 1.7.1.2 These overarching principles are reflected in the CoT32 and CoT102 set out in Volume 1, Annex 5.3: Commitments register of the ES (document reference F1.5.3), which states:

*CoT32: "An Outline Public Rights of Way (PRow) Management Plan has been prepared as part of the Outline CoCP in order to minimise the disturbance to PRowS, where practicable. Where practically possible the impact will be temporary and PRowS will be reinstated as soon as reasonably practicable. An Outline Open Space Management Plan has been appended to the Outline PRow Management Plan, which includes*

*measures to minimise potential impacts to the users of Lytham St Annes beach and Blackpool Road Recreation Ground. Detailed PRow Management Plans will include details of temporary and permanent diversions, closures, gated crossings and signage to be provided during construction and details to reinstate all PRowS potentially affected during construction”.*

*CoT102: “Where sections of PRowS are required to be closed during the construction of the onshore export cable corridor and 400 kV grid connection cable corridor, they will not be closed for any longer than three months at any one time, or for six months in total over the whole construction period. Where closures are required for longer periods due to unforeseen circumstances encountered during construction, Lancashire County Council will be informed in writing. This will be in accordance with the Outline PRow Plan that has been prepared, as part of the Outline CoCP and submitted as part of the application for development consent”.*

## **1.5.2.1.7.2 Signage and information during construction**

**1.5.2.1.7.2.1** At all points where PRowS intersect or cross the Onshore Order Limits, appropriate signage will be erected by the Contractor on behalf of the Applicants to advise of planned works and dates of any planned PRow closures. Signage will also provide information on any alternative routes/diversions, if relevant. The location and details of these signs will be discussed and agreed with the relevant Local Authorities as part of the detailed PRow Management Plans (post-consent). A period of at least seven days' notice of any PRow temporary closure will be provided by the Contractor to the relevant Local Authorities, and if relevant, land agents and/or persons with interest in land. Similarly notice will be given when the temporary closure/diversion has ended.

**1.5.2.1.7.2.2** In addition to the procedures set out above, the following measures will be considered in consultation with the relevant Local Authorities as part of the detailed PRow Management Plans: press release in advance of temporary closures; location and timing of site notices; provision of an appropriate map of alternative routes/diversions; and the mechanism through which the Contractor will confirm the routes/diversions are fit for public use.

## **1.5.3.1.7.3 Safety fencing**

**1.5.3.1.7.3.1** Where necessary, suitable fencing will be erected by the Contractor to form safe corridors for users of the PRow, especially where it is proposed to retain access in areas through or adjacent to works associated with the Transmission Assets. The type and size of fencing will be agreed with individual landowners (where appropriate) and relevant Local Authorities in advance of any related management. The type and size of fencing will be specified within the detailed PRow Management Plans (post-consent). The fencing will be inspected regularly to ensure that all fencing and signage along the affected

PRoW remain in place and that the condition of the PRoW is suitable for its intended use.

~~1.5.3.2~~1.7.3.2 Further detail with regard to construction fencing is provided in the Outline Construction Fencing Plan (document reference J1.10) submitted with the DCO application.

## ~~1.5.4.1~~1.7.4 **Implementation of managed crossings**

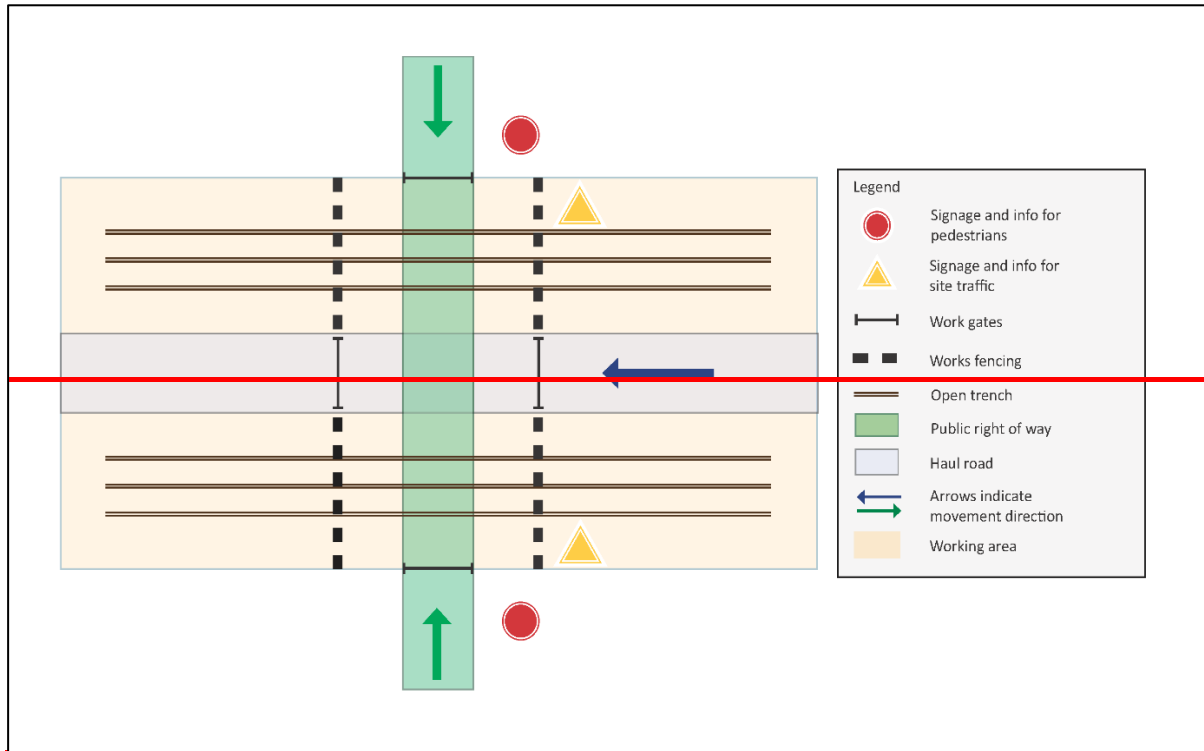
~~1.5.4.1~~1.7.4.1 For the majority of the PRoW that intersect the Onshore Order Limits, it is proposed that these will remain open with appropriate signage (i.e. managed crossings) to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists and horse riders. The PRoW to be managed via managed crossings are set out in **Table 1.2** below.

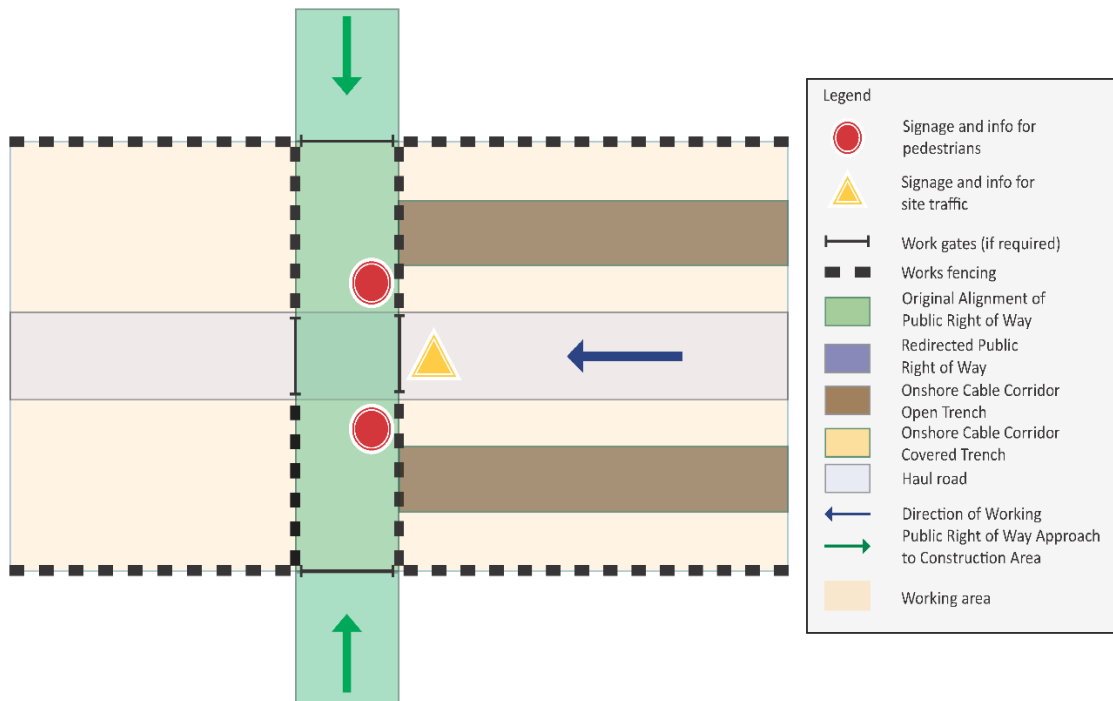
~~1.5.4.2~~1.7.4.2 These managed crossings of PRoW will be fenced off with gated crossing points and temporary site fencing to prevent the public from accessing the PRoW, when access would need to be managed. Where there is a specific requirement to maintain the access, a suitable route will be clearly marked out to aid safe passage. Where such crossings are installed, a gap will be left in the topsoil bunds after the topsoil has been stripped within the cable corridors.

~~1.5.4.3~~ A diagram illustrating how a managed crossing of a PRoW will typically be implemented as part of the PRoW Management Plan is presented in ~~Figure 1.1 below.~~

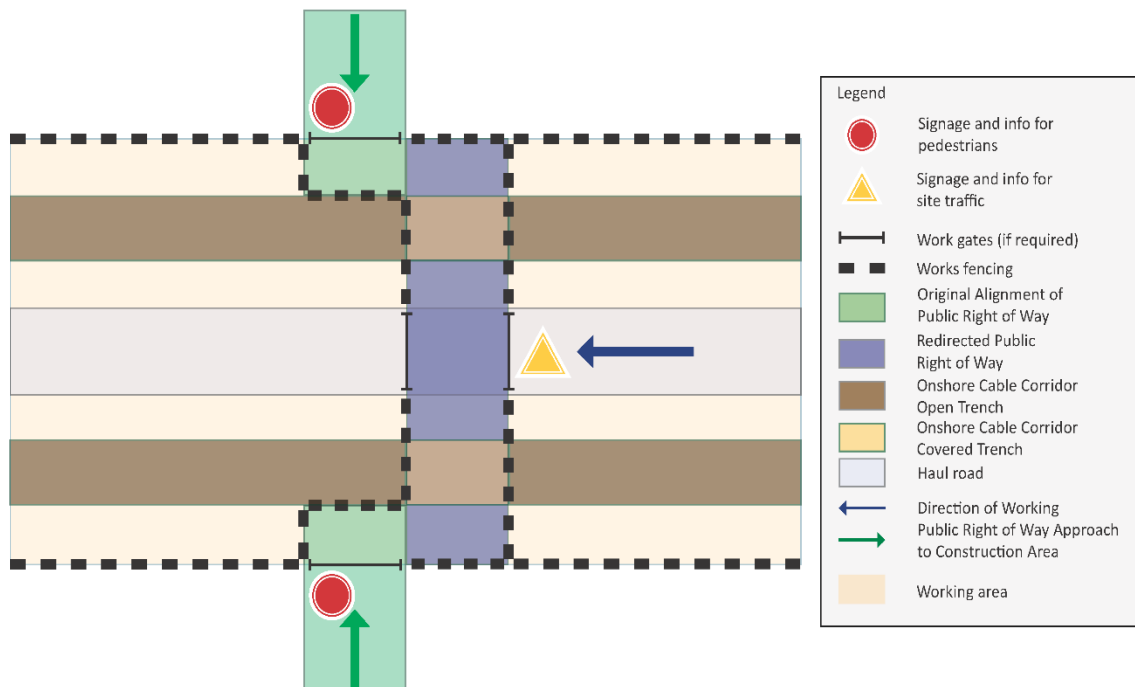
~~1.5.4.4~~ **Figure 1.1 and Figure 1.2 below. These two figures show the progression of a managed crossing where a PRoW crosses the construction corridor.** However, specific management for each affected PRoW will be developed as part of the detailed PRoW Management Plans and implementation plans.







**Figure 1.1: Illustrative diagram of a managed crossing of a PRow (1)**



**Figure 1.2: Illustrative diagram of a managed crossing of a PRow (2)**

~~1.5.4.5~~ 1.7.4.3 Depending on the nature of works required, managed crossings of PRow may need to be manned by a single banks-person (or several for NCR 622) during construction. However, the requirement for banks-persons to be present at managed crossings will be determined as part of the detailed PRow Management Plans and agreed with the relevant Local Authorities.

1.7.4.4 Where haul roads intersect PRow, safe access shall be maintained through the use of banks-persons during localised construction activities, and gates. These will ensure there is minimal impact to the PRow users and thus no PRow will be closed. Typical measures could also include:

- 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 (see also **section 1.7.2**).
- Information for PRow users on project details (including contact details), the nature of works at each location, construction programme, and details of the crossing procedure at entry points to the onshore project area.
- Commitment to having a banks-person in place during working hours where the haul road crosses the PRow, or gate on either side of the PRow to prevent access to hazardous areas, which would be locked at the end of the working day. Such gates would be located either side of the PRow rather than across the PRow itself in order to maintain safety to the users of the PRow and prevent unsafe trespass to the working area.
- A regular review of the PRow condition within the extent controlled by banksman, to ensure continued safe use of the PRow.
- Protective measures will be implemented for tracking light vehicles across the PRow, should they be required due to the conditions encountered at the time of use.

## **1.7.5 Preston Guild Wheel cycle route (NCR622) managed crossing**

- 1.7.5.1 The outline construction traffic management plan (document reference J5) highlights that the Applicants have identified that access to the section of 400 kV grid connection cable corridor between the A583 and River Ribble from access 57 would require construction traffic to interface with users of the Preston Guild Wheel cycle route on the A583 overbridge. This overbridge has a weight limit of 32 tonnes.
- 1.7.5.2 To manage the potential interface on this overbridge, construction vehicles to access 57 (as shown in Appendix B of the outline construction traffic management plan (document reference J5)) would first be required to travel to the temporary construction compounds located on the A583 Blackpool Road and A584 Preston New Road.
- 1.7.5.3 Material deliveries would be broken down/divided on to smaller HGVs, such that the gross vehicle load does not exceed 30 tonnes (i.e. below the overbridge weight limit) and employees would also be grouped into vehicles to reduce single occupancy trips.
- 1.7.5.4 Before departing the temporary construction compounds, drivers would be required to ensure that a banksperson is in place. Once, the bankspersons are in place (one either side of the bridge) they will radio the driver to advise them to proceed and temporarily stop any users of the overbridge until the construction traffic has cleared the bridge.
- 1.7.5.5 To support the banksperson in their duties, the construction traffic management plan co-ordinator(s) will ensure that warning signs are erected either side of the overbridge.

## **1.5.5 1.7.6 Morecambe Substation permanent gated crossings**

~~1.5.5.1~~ 1.7.6.1 Of the PRow identified in **Table 1.1** above, the following PRow will require permanent gated crossings during operation of the Transmission Assets to facilitate access to the Morecambe onshore substation.

- 5-5-FP 2.
- 5-5-FP 4.

~~1.5.5.2~~ 1.7.6.2 However, the specific design for permanent gated crossings will be developed as part of the detailed PRow Management Plans and implementation plans.

## **1.5.6 1.7.7 Indicative proposed temporary diversion**

~~1.5.6.1~~ 1.7.7.1 Of the PRow identified in **Table 1.1** above, the following PRow will require temporary stopping up and/or temporary diversion during construction of the Transmission Assets.

- Bridleway 5-5-BW 16.

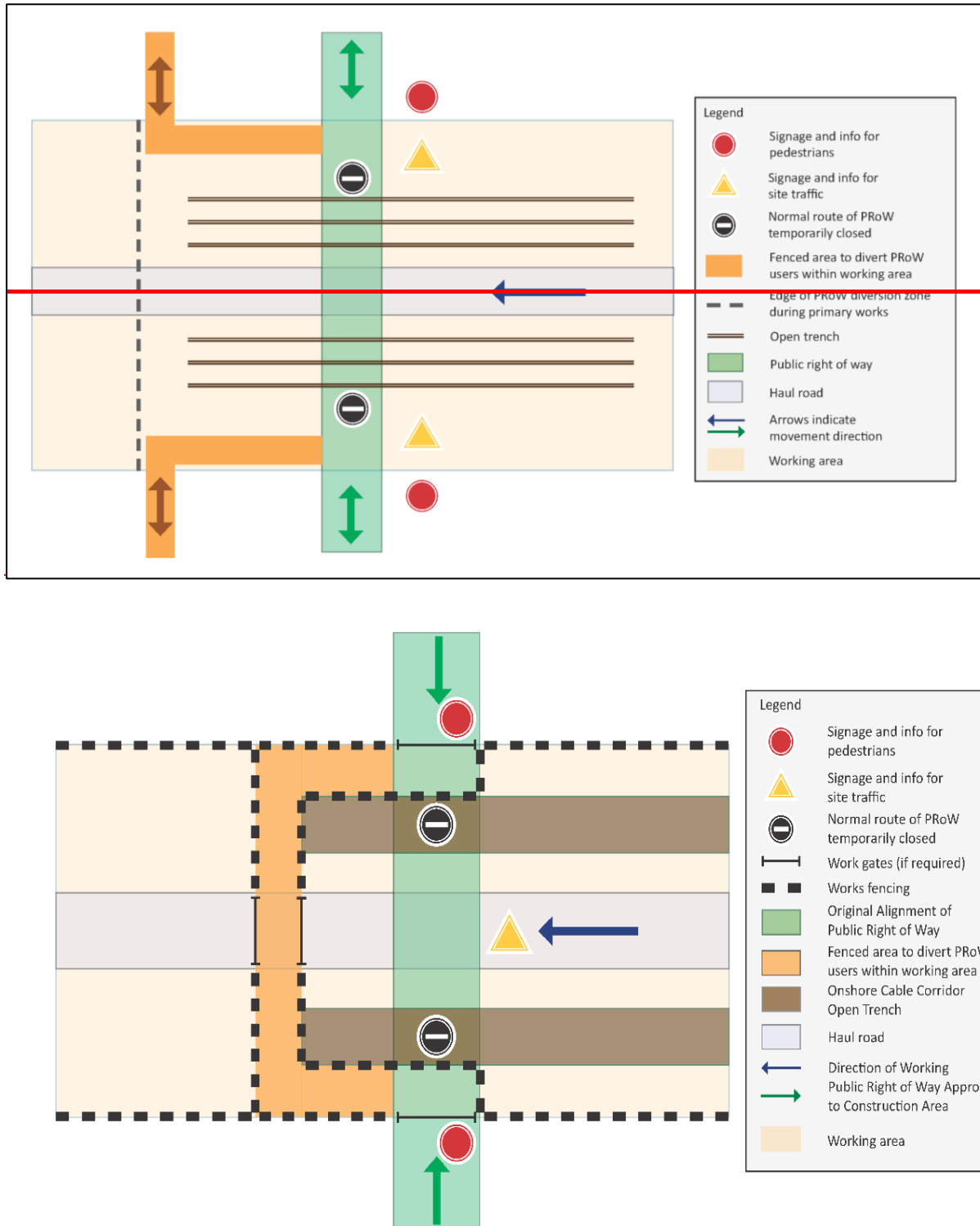
~~1.5.6.2~~1.7.7.2 The temporary diversion of bridleway 5-5-BW 16 is required as this PRow coincides with an extended section of the onshore export cable corridor, adjacent to the Morgan onshore substation. As such, temporary diversions are proposed where bridleway 5-5-BW 16 intersects each of the onshore export cables.

~~1.5.6.3~~1.7.7.3 A diagram illustrating how a temporary diversion of a PRow will typically be implemented as part of the PRow Management Plan for the Transmission Assets is presented in **Figure 1.3** below.

~~1.5.6.4~~1.7.7.4 The proposed indicative temporary diversion route of bridleway 5-5-BW 16 is identified in **Figure 1.4** to Figure 1.11 of this Outline PRow Management Plan.

~~1.5.6.5~~1.7.7.5 This indicative temporary diversion has been proposed as it would provide a suitable alternative route and will maintain access to the remainder of the affected PRow route and the wider PRow network.

~~1.5.6.6~~1.7.7.6 However, this proposed temporary diversion of bridleway 5-5-BW 16 remains indicative and will be further developed via the detailed PRow Management Plans to be agreed with the relevant Local Authorities.



**Figure 1.3: Illustrative diagram of temporary diversion of a PRow**

## 1.5.7.1.7.8 Outline PRow management measures

1.5.7.1.7.8.1 **Table 1.2** below provides the outline management measures proposed for affected PRow located within the Onshore Order Limits, including plan references (e.g., 1a – 1b) for managed crossings, permanent gated crossings and indicative proposed



temporary diversions in **Figure 1.4** to **Figure 1.11** of this Outline PRow Management Plan.

~~4.5.7.2~~1.7.8.2 In addition, **Table 1.2** also identifies where no outline management measures of PRow are anticipated to be required at this stage. For example, where trenchless techniques, such as Horizontal Directional Drilling (HDD) are proposed, where PRow coincide with operational access tracks or where the nature of construction works will not require management of PRow (e.g., mitigation areas or biodiversity benefit areas).

~~4.5.7.3~~1.7.8.3 Notwithstanding, any changes to the proposed to management of PRow would be agreed in consultation with the relevant Local Authorities as a part of the detailed PRow management plan(s).

**Table 1.2: Outline PRow management measures**

Type	Local Authority area(s)	Reference	Indicative management measure	Plan reference number	Approximate length potentially affected (m)
Bridleway	Fylde	5-2-BW 16	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		5-2-BW 11	Managed crossing during the construction phase.	1a – 1b	462
		5-2-BW 12	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		5-3-BW 12	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		5-2-BW 13	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		5-9-BW 12	Managed crossing with segregated access at the temporary construction compound during the construction phase.	9a – 9b	76
		5-5-BW 16	Temporary diversion where cable trenching works are proposed during the construction phase.	5a – 5b	261
			Managed crossing during the construction phase	5c – 5d	35
			Managed crossing during the construction phase	5e – 5f	31

Type	Local Authority area(s)	Reference	Indicative management measure	Plan reference number	Approximate length potentially affected (m)
Definitive Map Modification Order ( <a href="#">King Charles III England Coast Path</a> )	South Ribble	<del>7-9-DMMO</del> CP <a href="#">H-2-S012, CHP-2-S013, CHP-2-S014, CHP-2-S015, CPH-2-S016 and CPH-2-S017</a>	Trenchless techniques proposed at this location. No management required.	N/A	N/A
Footpath	Fylde; South Ribble	5-3-FP 2	Managed crossing during the construction phase.	2a – 2b	91
	Fylde	5-9-FP 9	Coincides with operational access. No management required.	N/A	N/A
		5-5-FP 2	Managed crossing of construction access tracks during construction phase. Permanent gated crossing of operational access to onshore substation during operation phase. Trenchless techniques proposed where route crosses 400 kV grid connection cable corridor; no management measures required at this location.	8a – 8b	22
		5-9-FP 7	Managed crossing during the construction phase.	10a – 10b	76
		5-5-FP 3	Managed crossing during the construction phase.	6a – 6b	226
		5-2-FP 8	Trenchless techniques proposed at this location. No management required.	N/A	N/A

Type	Local Authority area(s)	Reference	Indicative management measure	Plan reference number	Approximate length potentially affected (m)
		5-3-FP 4	Managed crossing during the construction phase.	3a – 3b	101
		5-9-FP 8	Coincides with operational access. No management required.	N/A	N/A
		5-5-FP 4	Managed crossing of construction access tracks during construction phase. Permanent gated crossing of operational access to onshore substation during operation phase.	7a – 7b	22
		5-9-FP 5	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		5-3-FP 5	Managed crossing during the construction phase.	4a – 4b	169
		5-9-FP 6	Coincides with operational access and mitigation land. No management required.	N/A	N/A
	Preston	6-8-FP 21	Managed crossing during the construction phase.	12a – 12b	16
			Managed crossing during the construction phase.	12c – 12d	12
	South Ribble	7-9-FP 4	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		7-9-FP 11	Trenchless techniques proposed at this location. No management required.	N/A	N/A

Type	Local Authority area(s)	Reference	Indicative management measure	Plan reference number	Approximate length potentially affected (m)
		7-9-FP 5	Managed crossing during the construction phase.	13a – 13b	100
		7-9-FP 9	Coincides with operational access. No management required.	N/A	N/A
		7-9-FP 7	Managed crossing of the 400 kV grid connection cable during the construction phase.	14a – 14b	67
			Managed crossing of the construction access tracks during the construction phase.	14c – 14d	21
		7-9-FP 10	Trenchless techniques proposed at this location. No management required.	N/A	N/A
		7-9-FP 3	Coincides with operational access. No management required.	N/A	N/A
Long Distance Footpath	Fylde; <del>Blackpool</del>	Lancashire Coastal Way	Trenchless techniques proposed at this location. No management required.	N/A	N/A
	South Ribble	Ribble Way	Trenchless techniques proposed at this location. No management required.	N/A	N/A
National Cycle Route	Fylde; <del>Blackpool</del>	NCR 62	Trenchless techniques proposed at this location. No management required.	N/A	N/A
	Preston	NCR 622	Managed crossing over the bridge, with widening of the existing route to the	11a – 11b	357

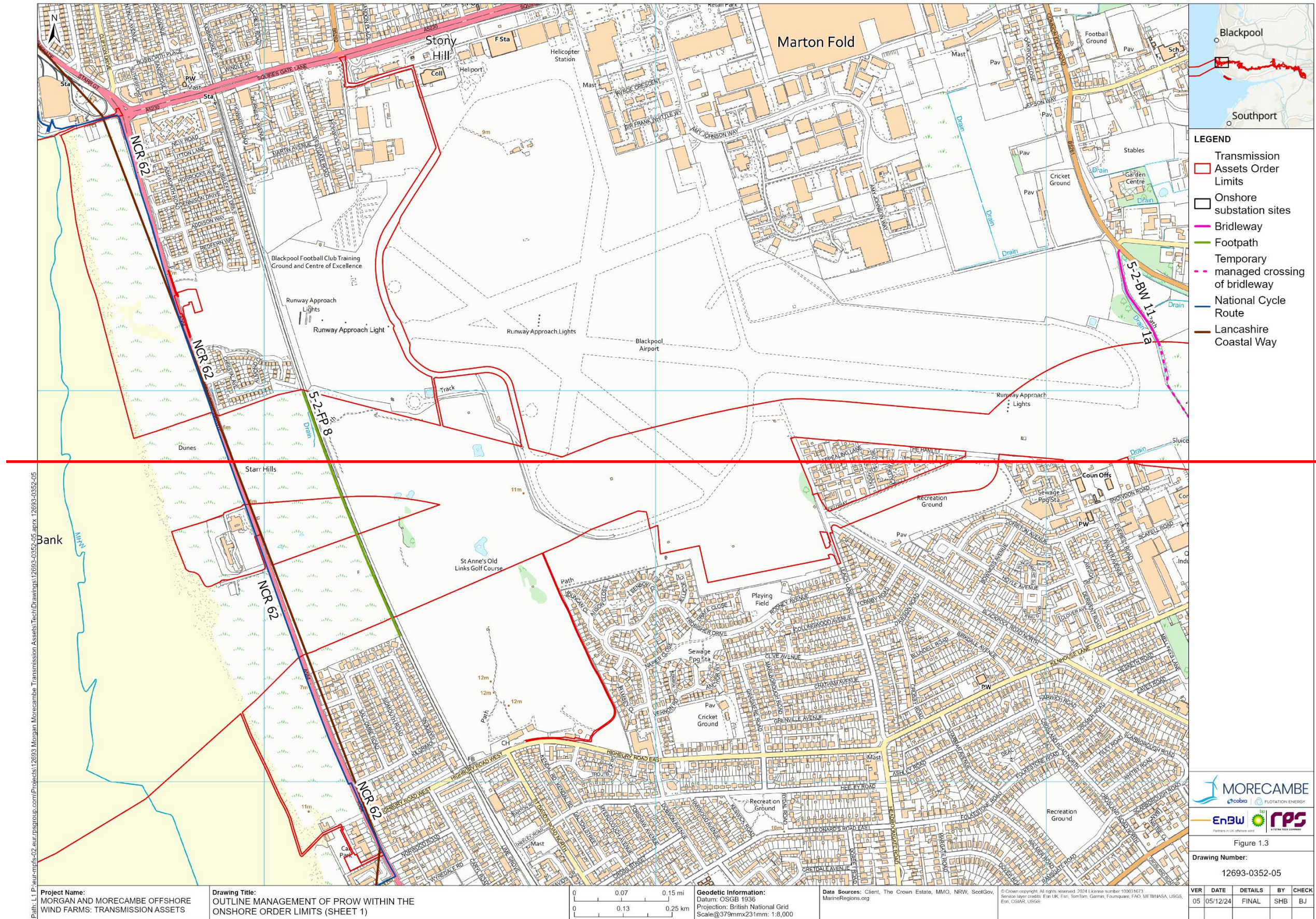
Type	Local Authority area(s)	Reference	Indicative management measure	Plan reference number	Approximate length potentially affected (m)
			north and south of the bridge (where required) during the construction phase.		

~~1.5.7.4~~1.7.8.4 The location of outline management measures proposed for affected PRow located within the Onshore Order Limits, including plan references for managed crossings, permanent gated crossings and indicative proposed temporary diversions are provided in **Figure 1.4** to **Figure 1.11** below.

## ~~1.5.8~~1.7.9 Reinstatement

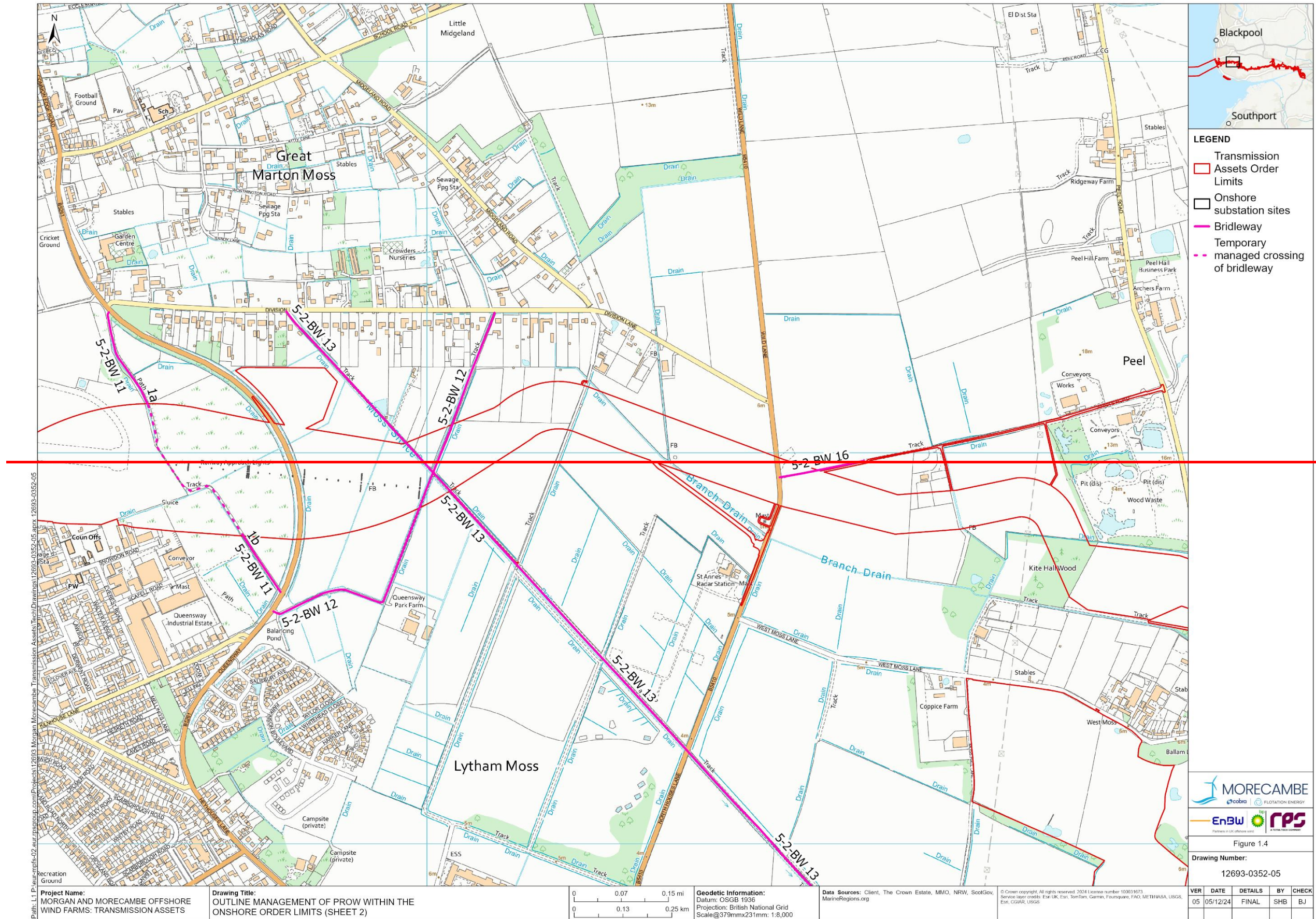
~~1.5.8.1~~1.7.9.1 Surfaces directly affected during construction of the onshore elements of the Transmission Assets and temporary diversion routes will be reinstated post construction in accordance with the detailed PRow Management Plan(s) (post consent). This will include further information regarding the design and surfacing requirements of reinstated PRow.



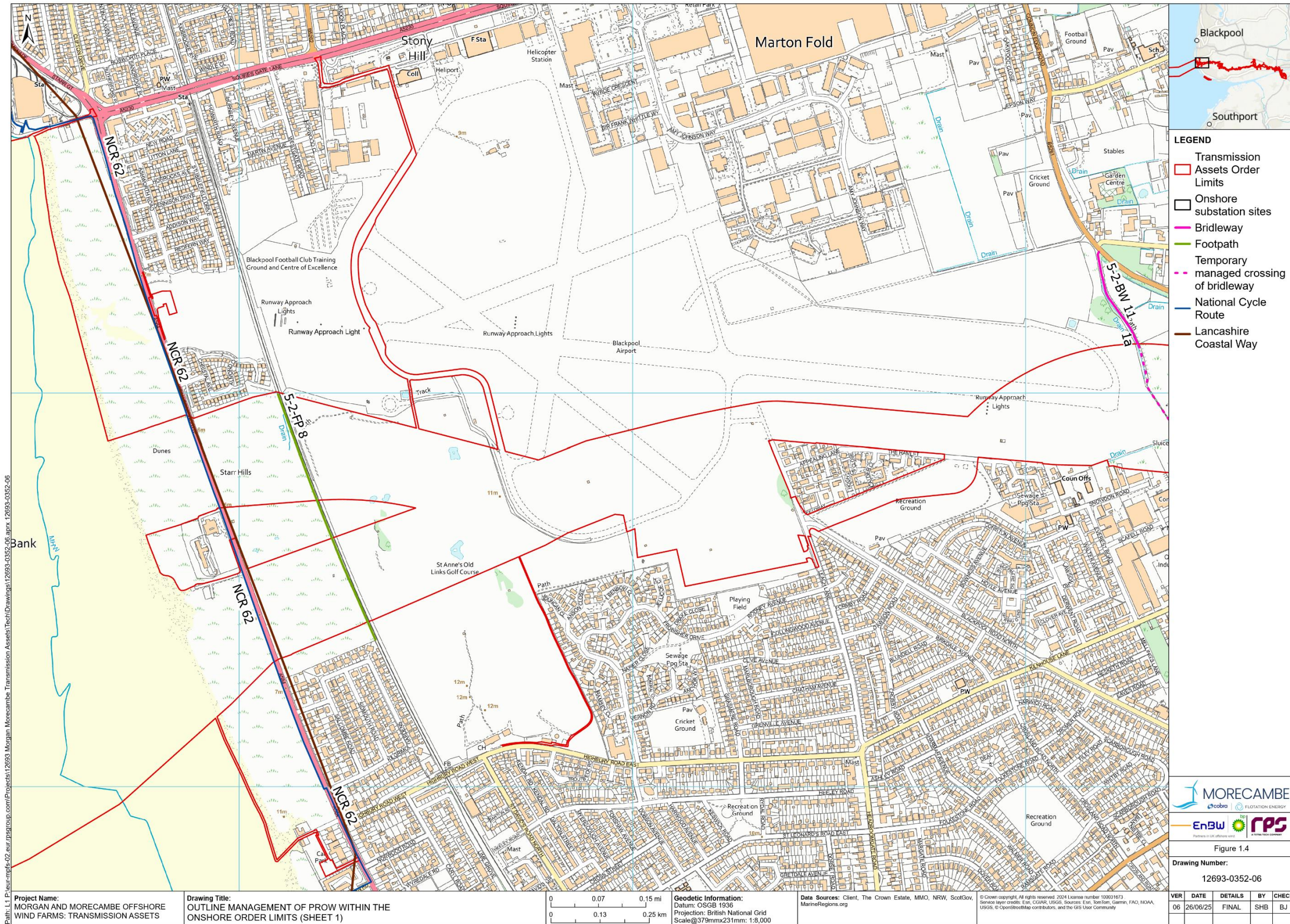


**Figure 1.3: Outline management of PRow within the Onshore Order Limits (Sheet 1)**



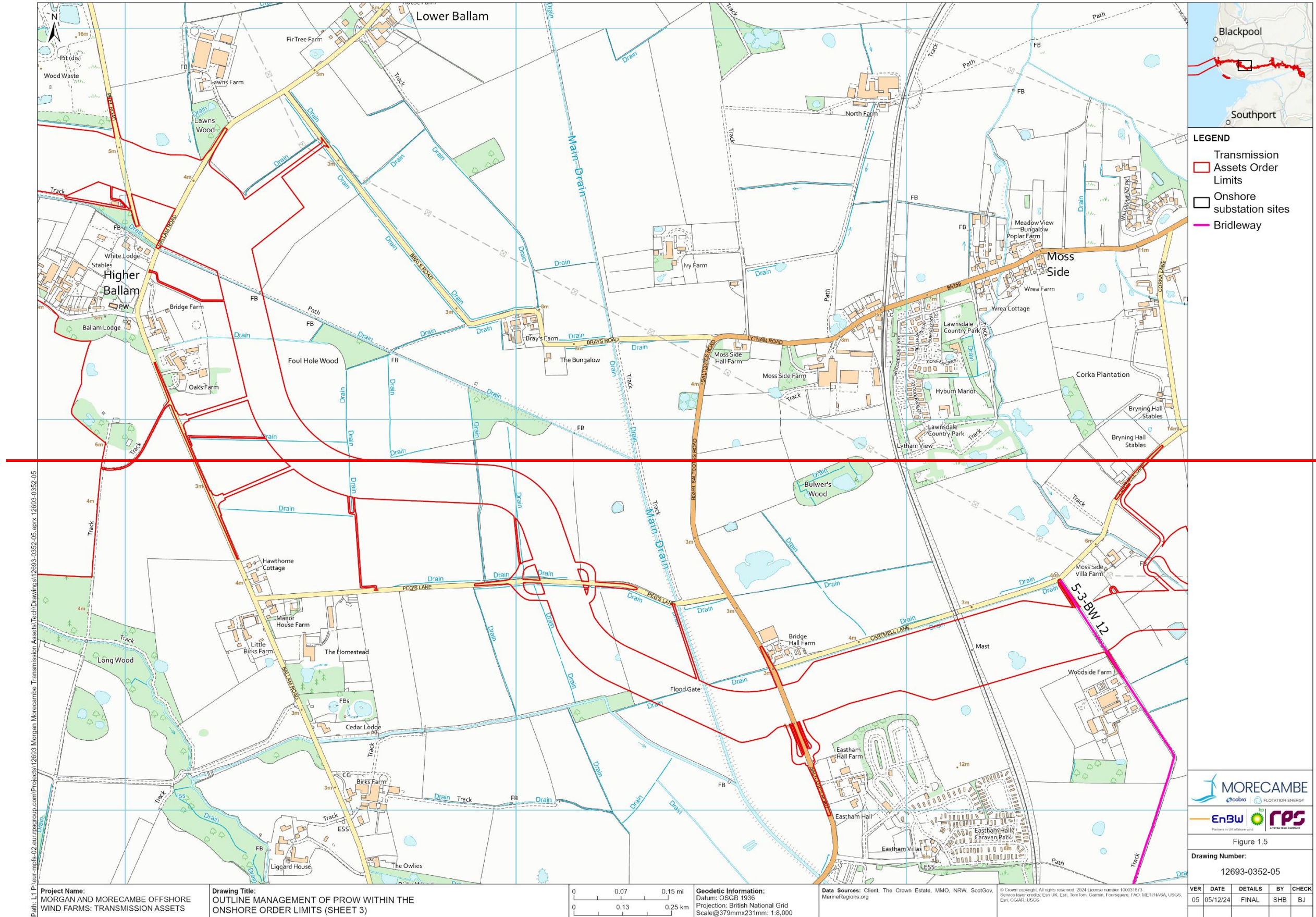






**Figure 1.4: Outline management of PRow within the Onshore Order Limits (Sheet 21)**







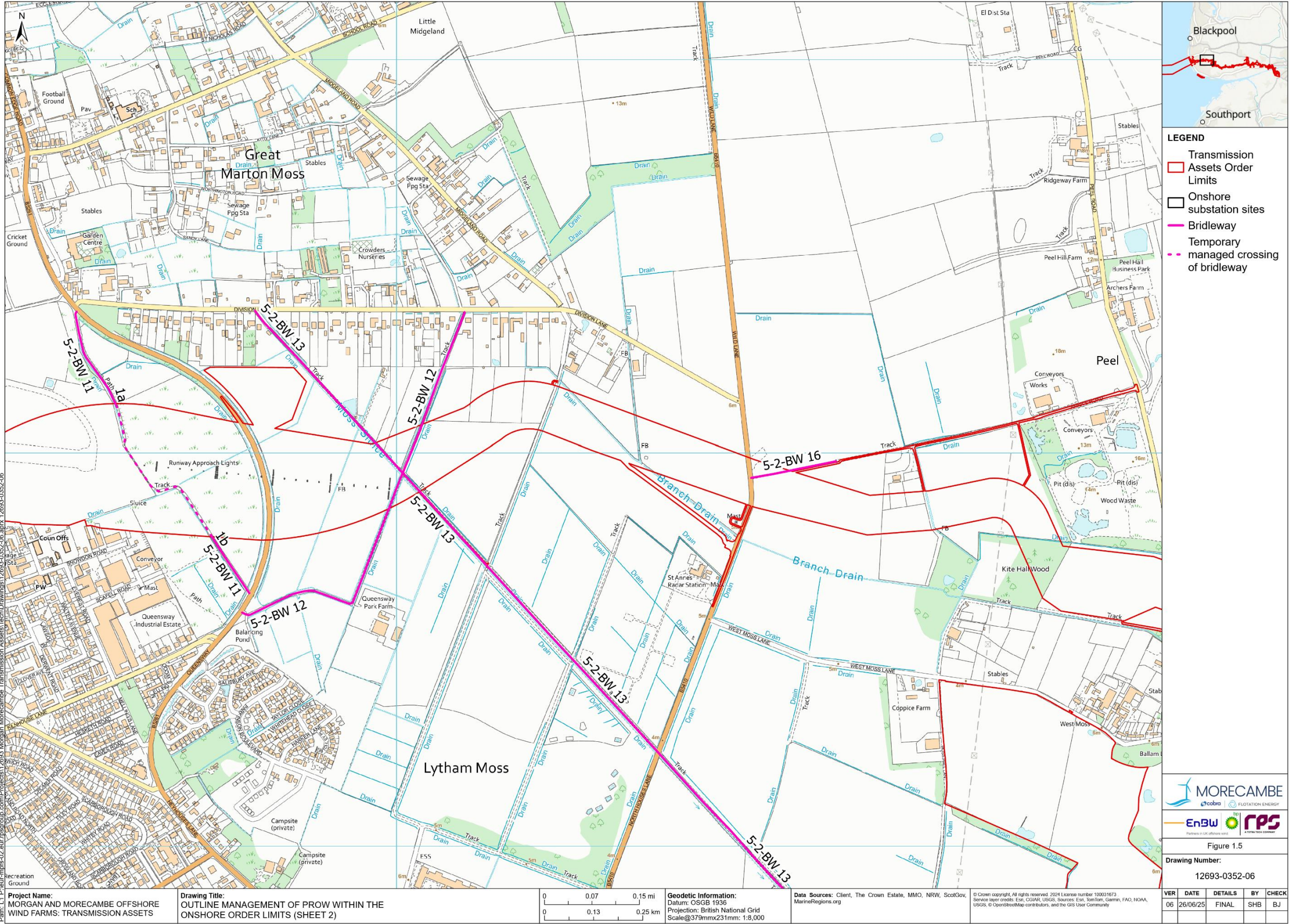
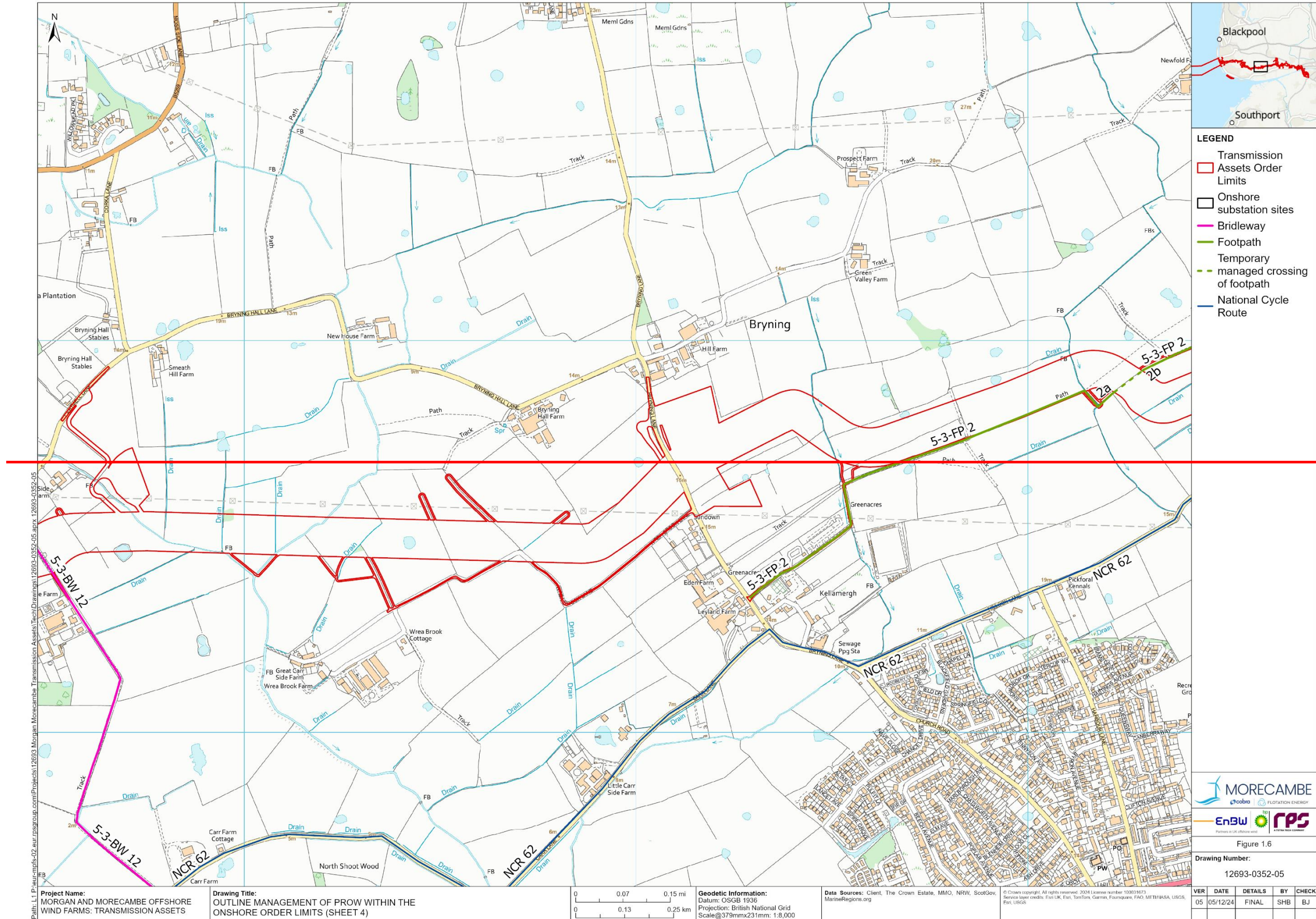
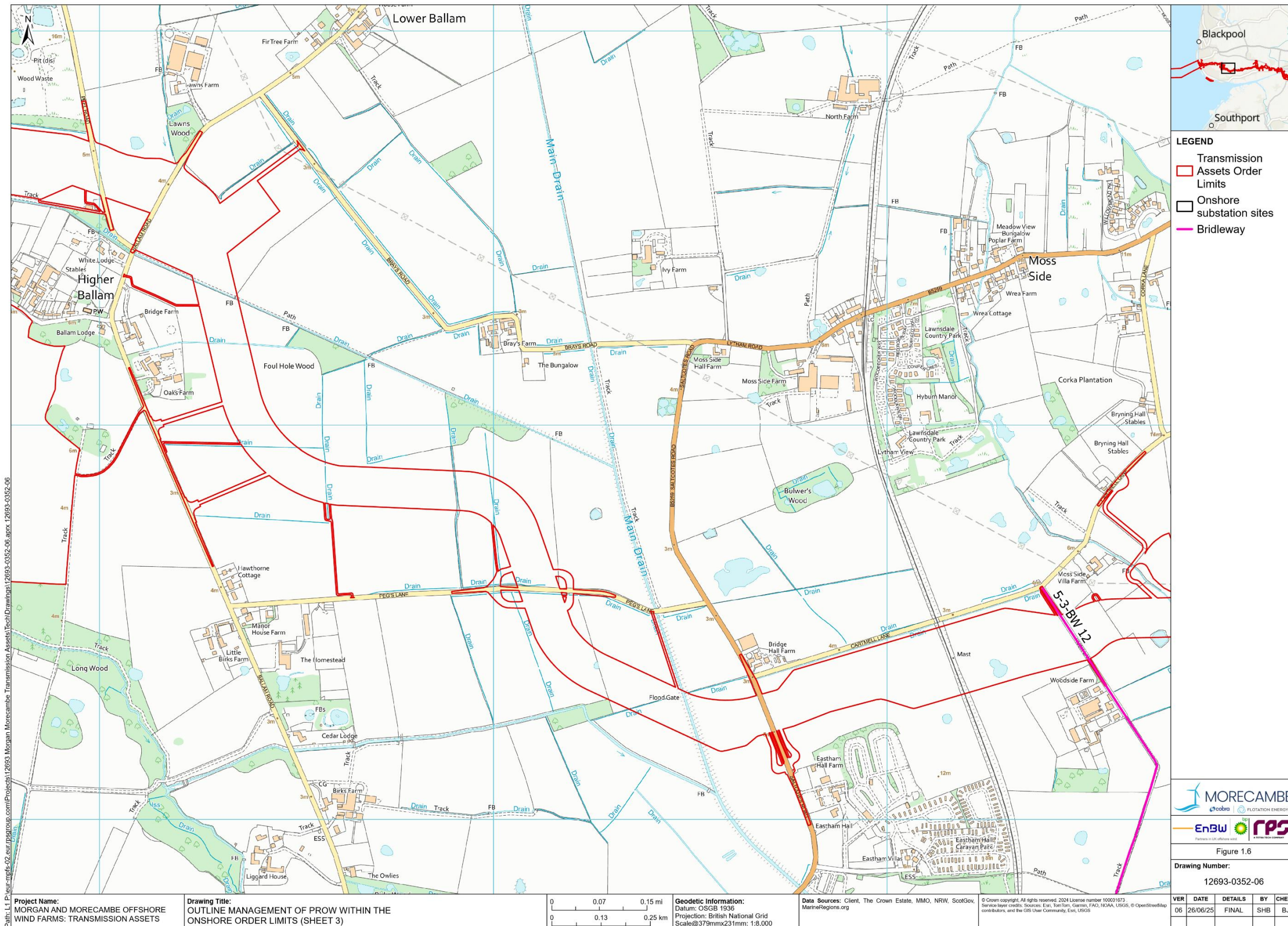


Figure 1.5: Outline management of PRow within the Onshore Order Limits (Sheet 32)



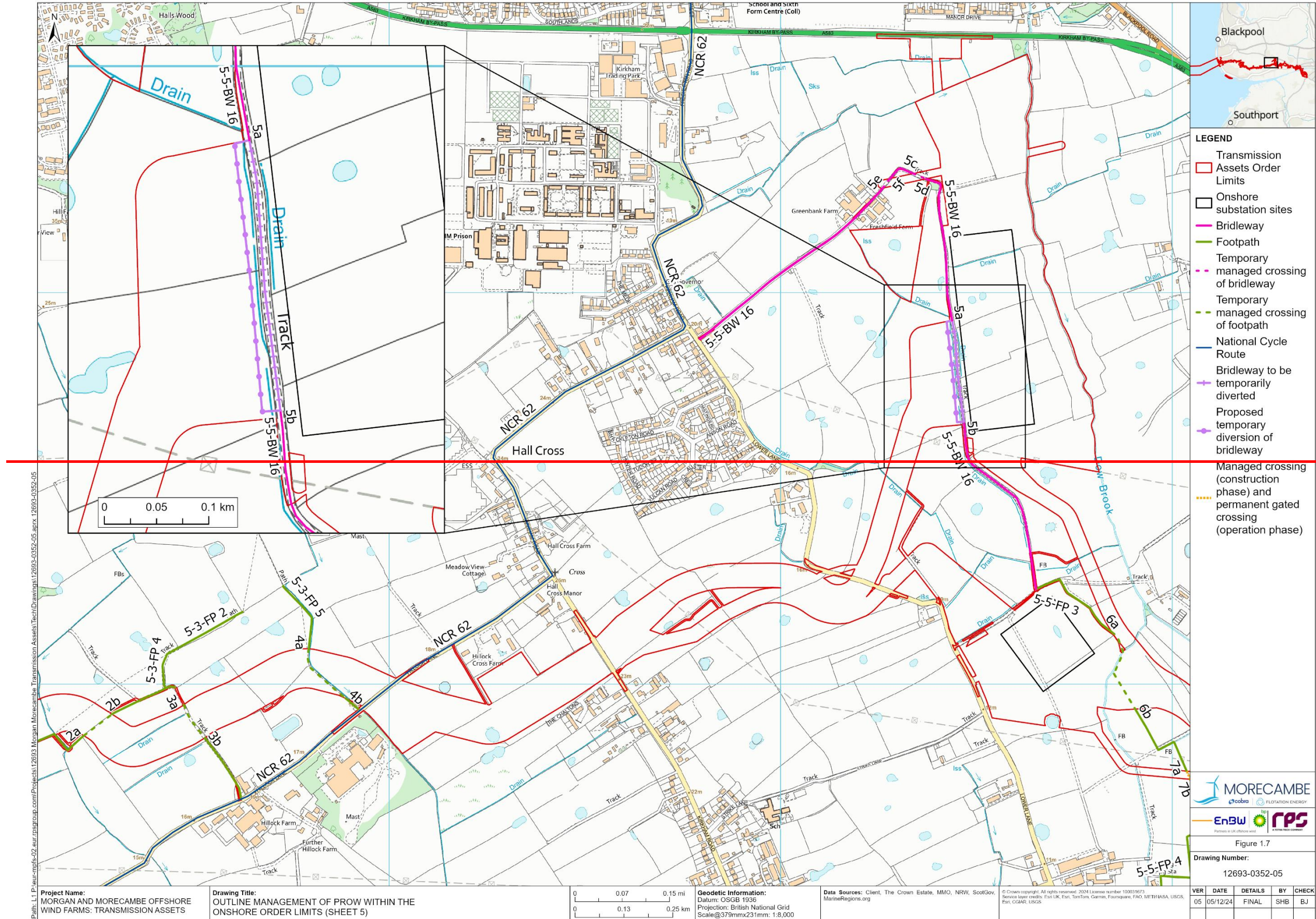






**Figure 1.6: Outline management of PRow within the Onshore Order Limits (Sheet 43)**







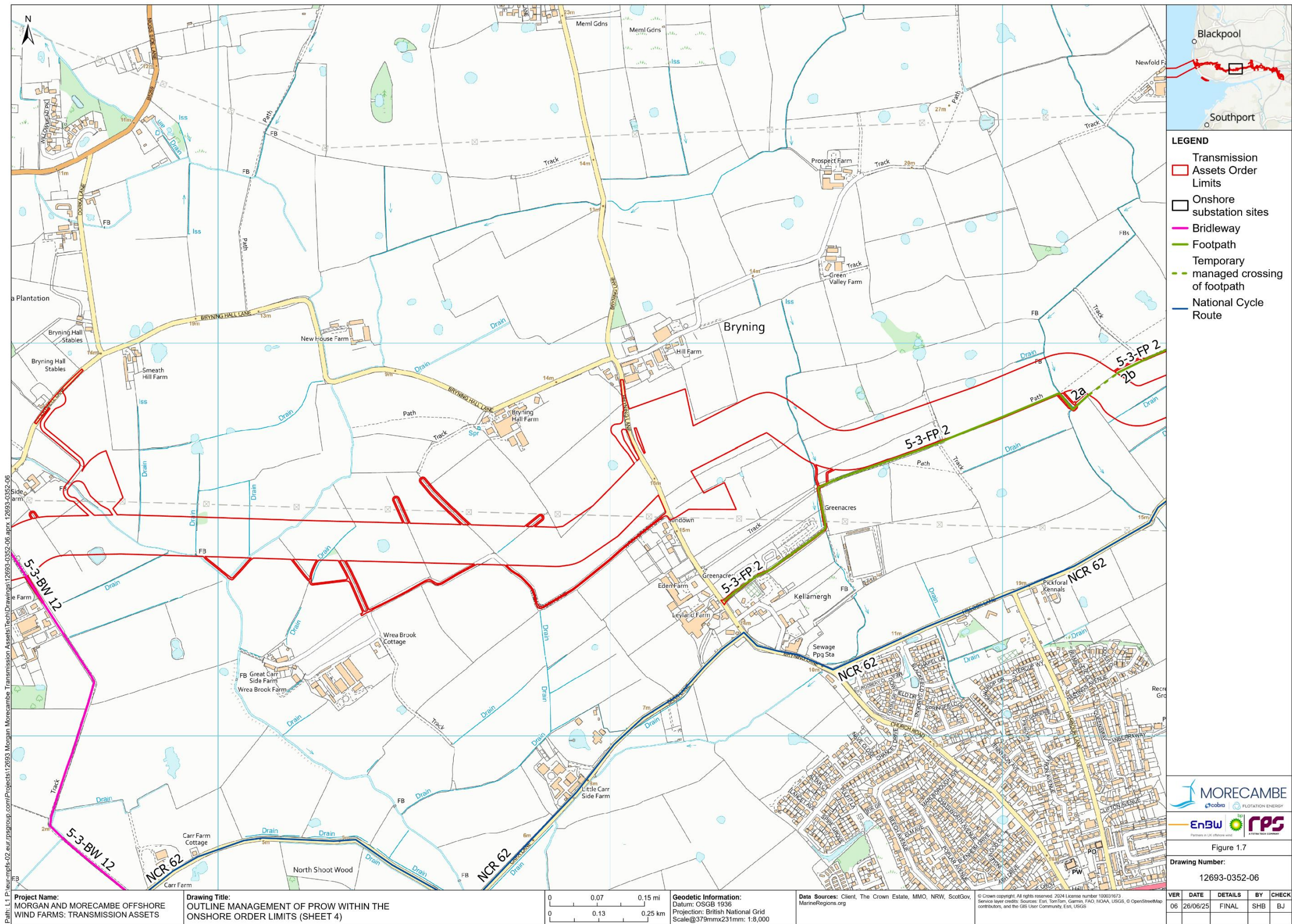


Figure 1.7: Outline management of PRow within the Onshore Order Limits (Sheet 54)







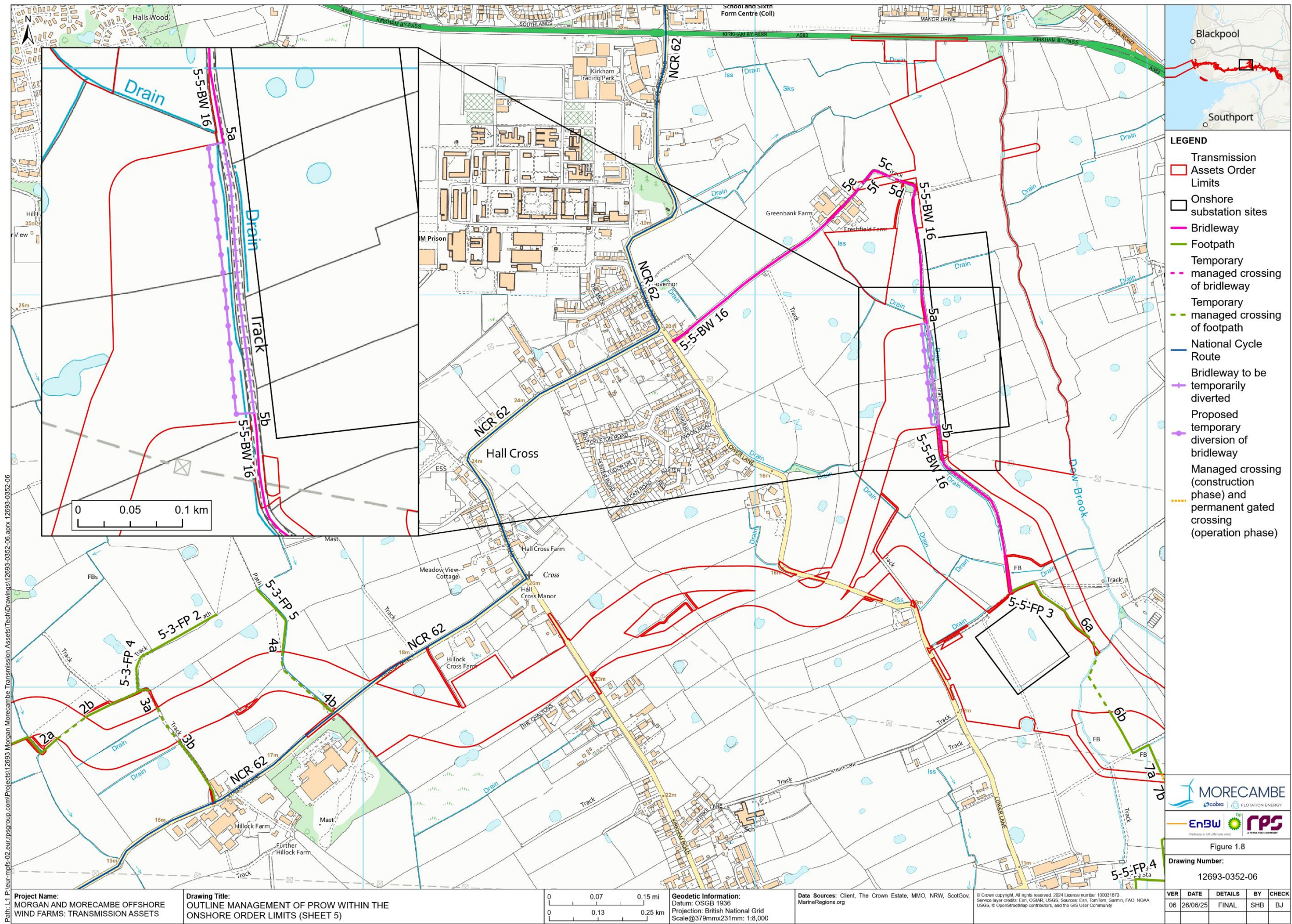
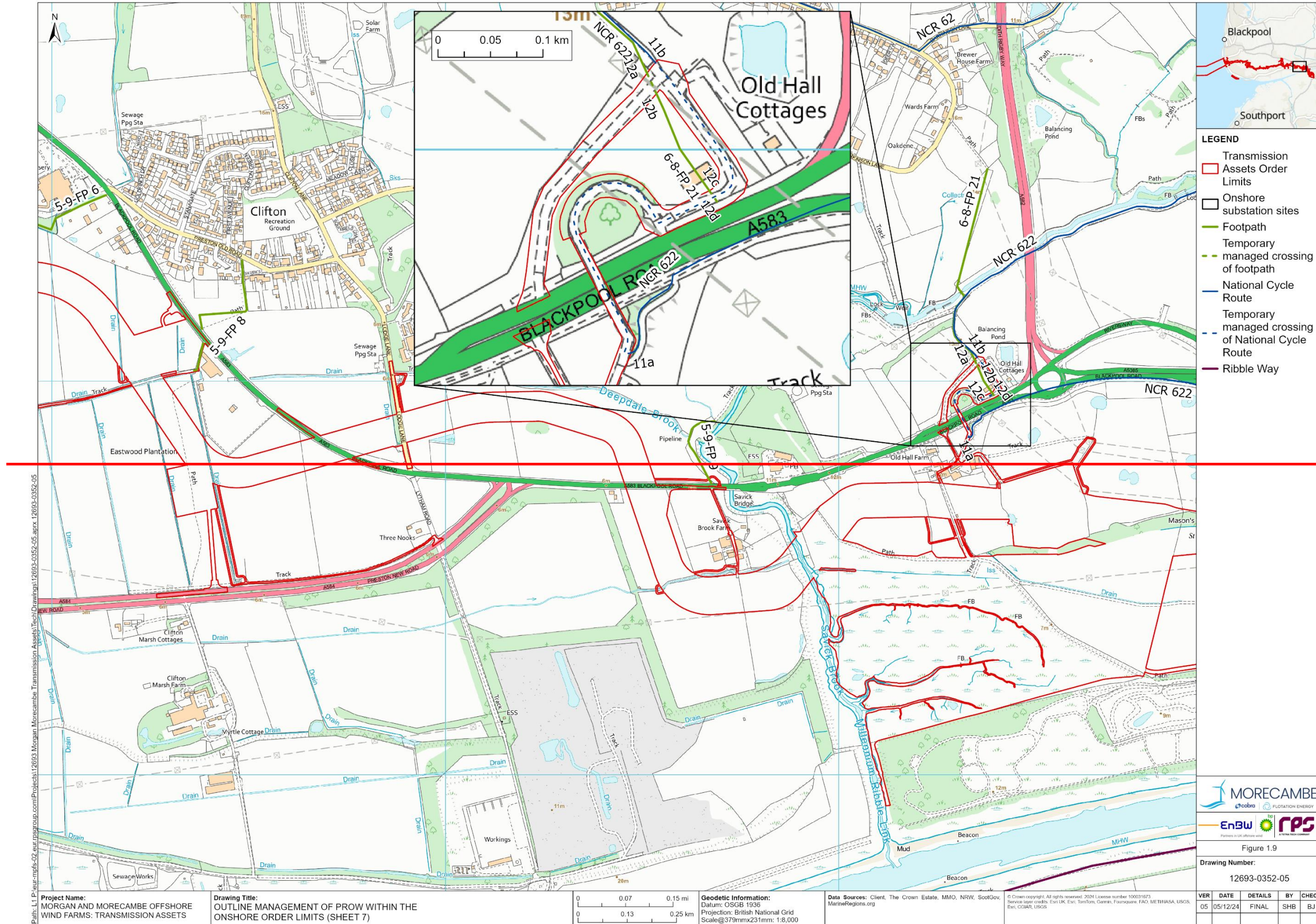
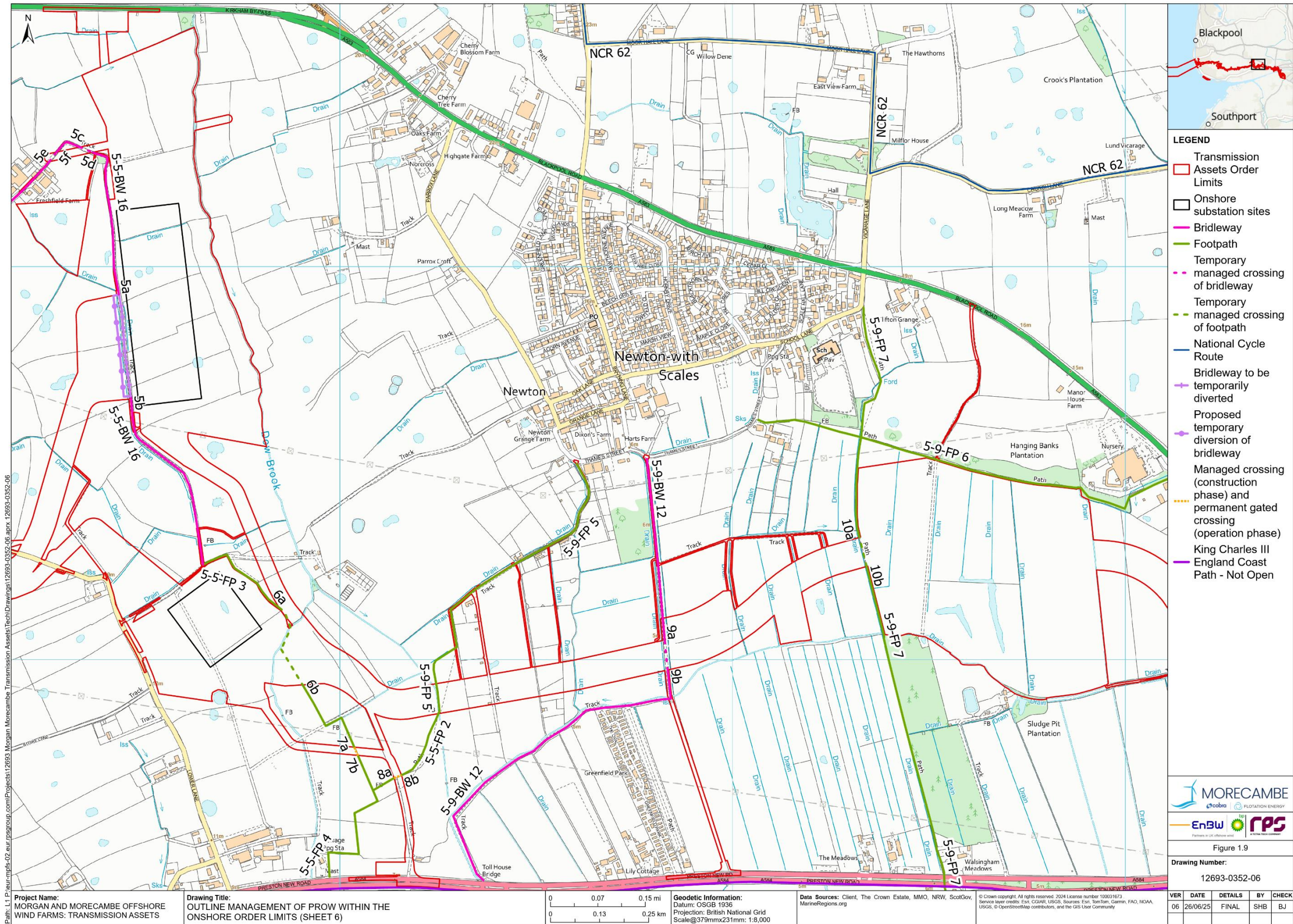


Figure 1.8: Outline management of PRow within the Onshore Order Limits (Sheet 65)



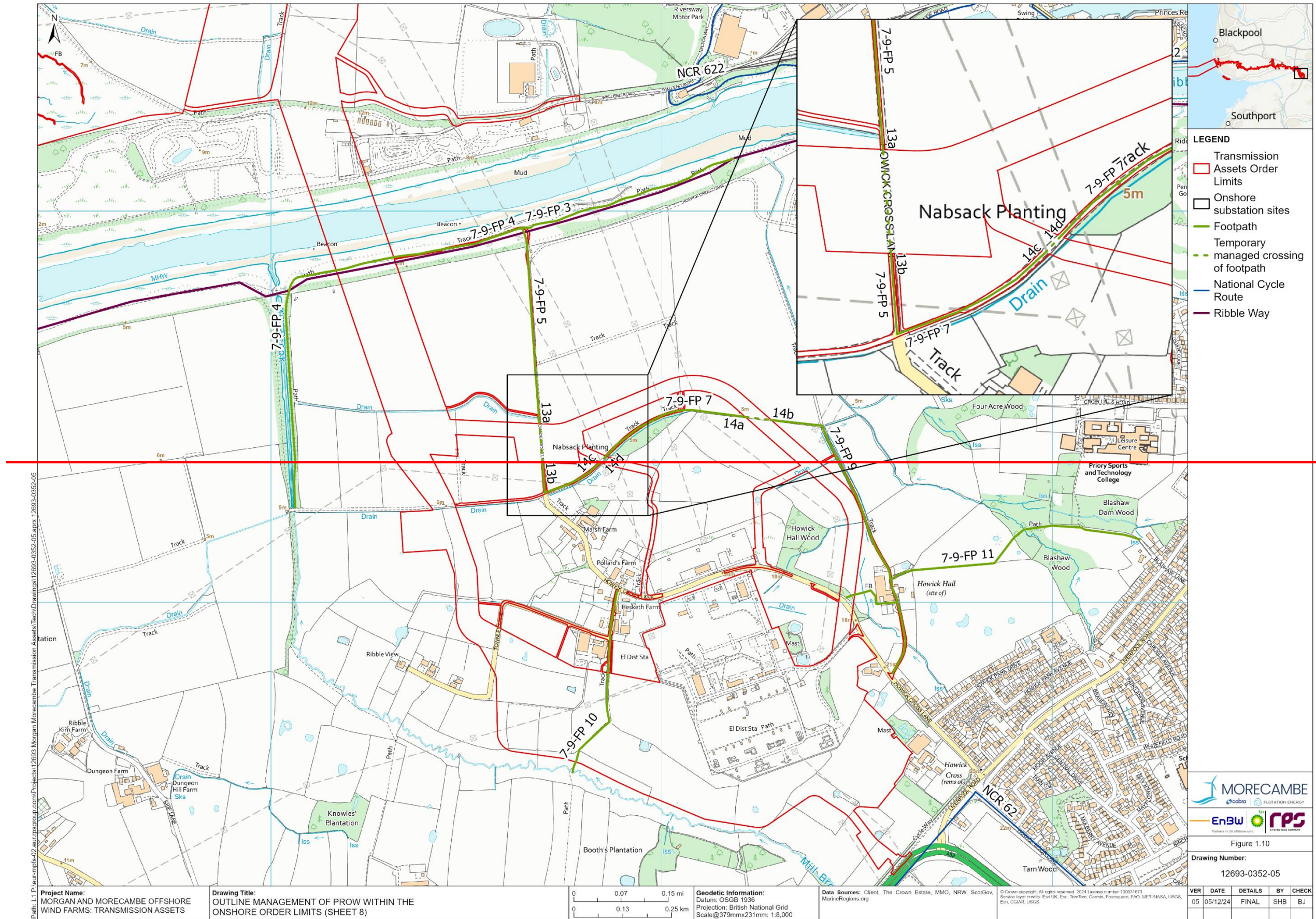






**Figure 1.9: Outline management of PRow within the Onshore Order Limits (Sheet 76)**







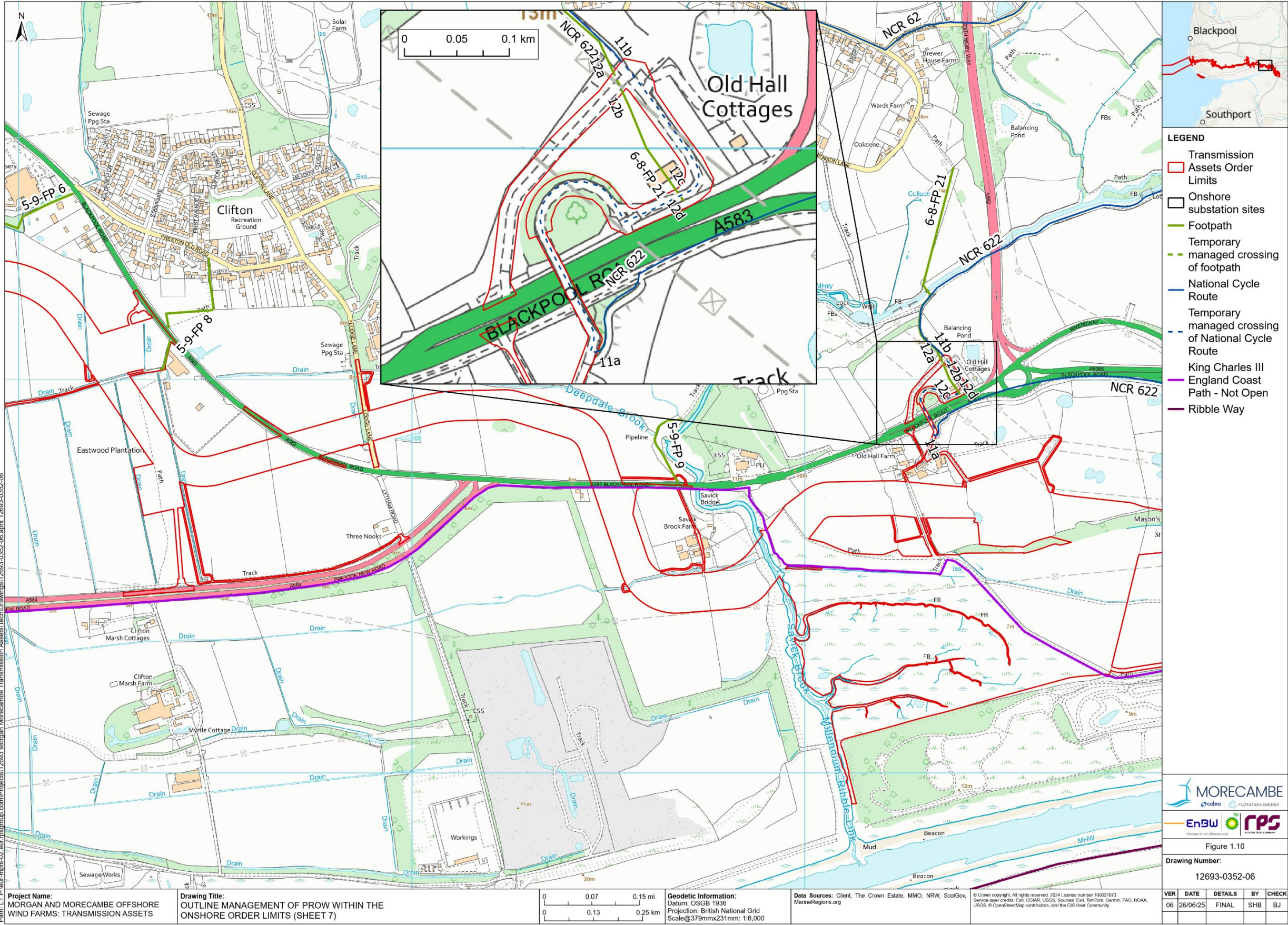
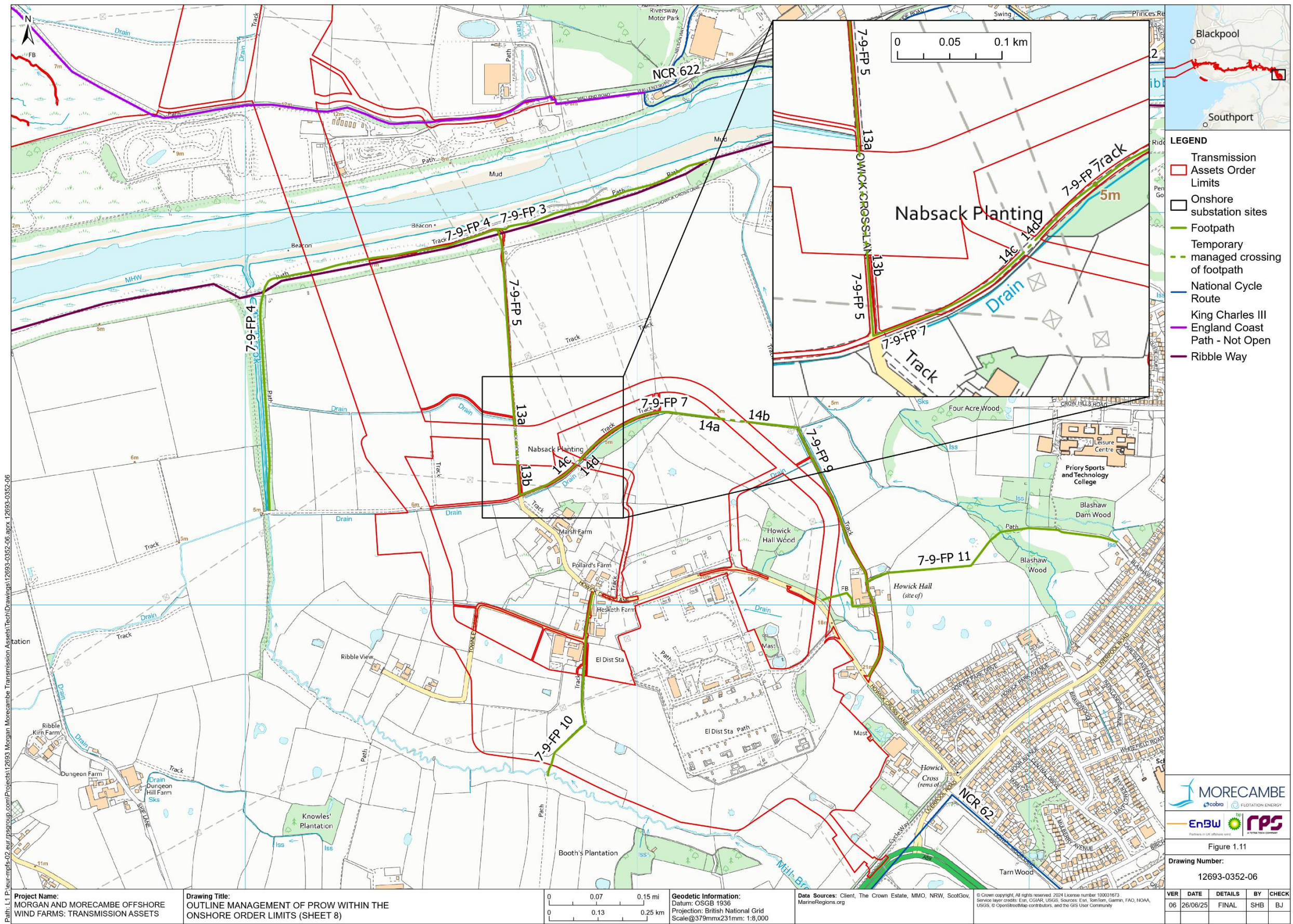


Figure 1.10: Outline management of PRow within the Onshore Order Limits (Sheet 7)





**Figure 1.11: Outline management of PROW within the Onshore Order Limits (Sheet 8)**



## Appendix A Outline Open Space Management Plan

### 1.1 Introduction

1.1.1.1 This appendix forms the Outline Open Space Management Plan prepared for the Morgan and Morecambe Offshore Wind Projects: Transmission assets (referred to hereafter as the “Transmission Assets”)

1.1.1.2 This Outline Open Space Management Plan has been updated for Deadline 4 in response to the following:

- Update to Requirement 8 wording in line with the draft Development Consent Order (REP2-004) to include Blackpool Airport Operations Limited (BAOL) as a consultee along with the relevant management plans upon which BAOL will be consulted by the relevant planning authority.

### 1.1.2 Open Spaces and Public Access Rights

1.1.2.1 The Applicants recognise the importance of the public amenity provided by the public open spaces in the area, in addition to that provided by the PRoWs. They have sought to limit their impacts on these open spaces as far as practical.

1.1.2.2 The Applicants have committed to implementation of detailed PRoW Management Plan(s) which will include detailed Open Space Management Plan(s) via the following commitment, CoT91 (see Volume 1, Annex 5.3: Commitments Register, document reference F1.5.3), and is secured by inclusion of Requirement 8 of the draft Development Consent Order (DCO) (document reference C1) Schedules 2A & 2B. Below sets out the requirement wording for Project A (Project B's requirement mirror those of Project A for this requirement and are, therefore, not repeated):

8.—(1) No stage of the Project A onshore works or Project A intertidal works may commence until for that stage a code of construction practice has been submitted to and approved by the relevant planning authority following consultation as appropriate with –

(a) Lancashire County Council

(b) Natural England;

(c) the Environment Agency;

(d) in relation to the Project A intertidal works or, if applicable to the Project A offshore works, the MMO; and

(e) in relation to the Project A Blackpool Airport works, BAOL to the extent specified in the outline code of construction practice.

(2) Each code of construction practice must accord with the outline code of construction practice and include, as appropriate to the relevant stage...

(e) public rights of way management plan (in accordance with the outline public rights of way management plan);...

(3) The code of construction practice approved in relation to the relevant stage of the Project A onshore works must be followed in relation to that stage of the Project A onshore works and Project A intertidal works.

1.1.2.3 Requirement 8(1)(e) identifies BAOL as a named consultee prior to the approval by the relevant planning authority of detailed Codes of Construction Practice. BOAL will be consulted in relation to any stage of construction that includes either the Project A Blackpool Airport works or the Project B Blackpool Airport works (the scope of which is defined within the DCO). With regards to the management plans to be appended (as appropriate to the relevant stage) to the detailed Codes of Construction Practice, BAOL will also be consulted on the Open Space Management Plan (in accordance with the outline Open Space Management Plan by the relevant planning authority).

1.1.2.4 The Transmission Assets may adopt a staged approach to the discharge of DCO requirements. This will enable requirements to be approved in part or in whole, prior to the commencement of the relevant stage of works.

1.1.2.5 For onshore and intertidal works (landward of Mean Low Water Springs), this approach will be governed by the inclusion of Requirement 3 within the draft DCO, which requires notification to be submitted to the relevant planning authority/authorities detailing whether Project A or Project B relevant works will be constructed in a single stage; or in two or more stages to be approved prior to the commencement of the authorised development.

### 1.1.3 Affected Open Spaces

- The open spaces considered within this Outline Open Space Management Plan are as follows:
- Public beach - the area within the Order Limits on the beach at Lytham St Annes (Works No. 4A4B, 5A5B, 19A19B, 7A7B, 47A47B and 35A35B); and
- Blackpool Recreation Ground - the area within the Order Limits consisting of Blackpool Road Playing Field and associated accesses, and footpaths (Works No. 52A52B, 51A51B, 15A15B, and 53A53B).

1.1.4 These open spaces are used for walking and general recreation.

1.1.5 The Playing Fields are also used for organised sporting activities and include marked-out sports pitches associated with St Annes Football Club.

## 1.2 Management Measures

### 1.2.1 Overarching management principles

1.2.1.1 The purpose of this outline Open Space Plan is to ensure public safety while retaining access to and enjoyment of open spaces as far as is reasonably practicable. While this outline sets out the overall approach, the detailed Open Space Management Plan will provide more specific measures. The

Applicants remain committed to limiting any restrictions and ensuring that any necessary works are managed in a way that prioritises public access and minimises disruption.

## **1.2.2 Anticipated Open Space Closures**

### **Anticipated access management at the beach**

1.2.2.1 As described in Volume 1, Chapter 3 ('Project Description'), Section 3.14 ('Landfall including intertidal area'), there are works broadly anticipated to be undertaken on the beach, between the Lytham St Annes Dunes SSSI and MLWS, including the:

- Establishment of temporary access tracks;
- Creation of a temporary construction compound;
- Following completion of the Direct Pipe drill under the dunes and beach, construction and excavation of temporary cofferdams / exit pits;
- Recovery, by cofferdams/exit pits, of Micro-Tunnel Boring Machines (MTBMs) from the end of the Direct Pipe installations;
- Handling and installation of cable up to and into direct pipes;
- Installation of intermediate pulling platforms and/or positioning of jack-ups
- Installation of roller boxes for cable handling;
- Pull in of cables from sea, up the beach, along the roller boxes and via the intermediate pulling platform(s), and installation into the direct pipes;
- Burial of cables from the Direct Pipe cofferdams / exit pits out to MLWS via open trenching and marinised beach trencher; and
- Removal of all equipment and reinstatement of the beach;
- Erection of soft fencing for the Intertidal Roost at Fairhaven Saltmarsh (Works No. 35A35B)

1.2.2.2 Therefore, during these works, for the safety of the public, the discrete areas of the beach where these works are taking place will be closed. For works happening in a relatively small, discrete area, such as work at compounds and cofferdams, only the immediate vicinity will be closed and demarcated with fencing or other appropriate barriers.

1.2.2.3 For activities running the length of the beach, from the direct pipe exit pits and MLWS (such as for direct pipe installation and offshore cable pull-in and burial), a section of the beach would need to be closed off to public access, while certain activities are taking place. In such cases, the Applicants will implement managed crossings either to the seaward or landward side to allow users to maintain access from one side of the works area, to the other.

1.2.2.4 Detailed management measures for how such closures at the Beach would be accomplished and will be agreed with the relevant Local Authorities as part of the detailed PRoW Management Plan(s).

## **Anticipated potential impact to the recreation ground**

**1.2.2.5** As described in Volume 1, Chapter 3 ('Project Description'), there are works anticipated to be undertaken as the recreation ground. These are broadly as follows:

- Creation of a temporary construction compounds for trenchless crossing (Work Nos 51A/51B and 53A/53B);
- Undertaking trenchless crossing and/or direct pipe construction across Blackpool Road Recreation Ground (Work Nos 15A/15B);
- Open trench/trenchless duct installation works from Leach Lane road crossing to trenchless compound in Work Nos 52A/52B);
- Installing cables through the installed ducts, trenchless crossings and/or direct pipes; and
- Removal of all equipment and reinstatement of the playing fields.

**1.2.2.6** Due to the works in this area being largely limited to the compounds and the accesses to the compounds, the majority of the Blackpool Road Recreation Ground will remain open for most of the construction period (CoT123).

**1.2.2.7** Additionally, the Transmission Assets has committed to HDD installation (or other trenchless technique) or Direct Pipe which reduces the requirement for soil storage inside the working corridor for Work Nos 15A/15B, this commitment has been made to minimise impacts to users of the Blackpool Road Recreation Ground open space (CoT123).

**1.2.2.8** To minimise impacts on the users of Blackpool Road Recreation Grounds (Work Nos 15A/15B) no haul road will be installed between the entry and exit pits, instead access to Works No 53A/53B will be taken from The Hamlet (AP TAT MGMC 63. Pedestrian barriers/ fencing (minimum of 1.2m in height) will be required along the trajectory of the trenchless installations to minimise interaction with the public for up to 2 months (CoT123). The extent and duration which access will be limited to Work Nos 15A/15B in Blackpool Road Recreation Ground will vary depending on the construction activities and the associated safety risks.

**1.2.2.9** Detailed arrangements for how such temporary closures at the recreation ground would be accomplished and will be agreed with the relevant Local Authorities, as well as other relevant stakeholders, as part of the detailed Public Rights of Way Management Plan.

## **1.2.3 Signage and Information During Construction**

**1.2.3.1** At all times when sections of Open Space are to be closed, appropriate signage would be erected to advise of planned works and dates of these exclusions. Where these closures bisect pedestrian routes, even if these do not constitute formal PRow, signage would also provide information on any alternative routes/diversions. The location and details of these signs would be discussed and agreed with the relevant Local Authorities as part of the detailed Public Rights of Way Management Plan. Similarly, a separate

notification would be provided when any temporary closure or management has ceased.

1.2.3.2 Notice periods of closures and re-openings, and means by which they are served, will be as per the Section 1.5.2 of the Outline Public Rights of Way Management Plan (document J1.5) and subsequently the detailed Public Rights of Way Management Plan, which will be agreed with the relevant Local Authorities.

## **1.2.4 Safety Fencing**

1.2.4.1 Whenever areas are closed, appropriate fencing or other arrangements will be designed and implemented to make them secure to ensure public safety as per Construction Design and Management Regulations 2015 (CDM2015). Specific consideration will be given to the most appropriate fencing or other means of demarcating the work site to use within the intertidal area on the beach, below MHWS.

1.2.4.2 Any fencing will be as per the Outline Construction Fencing Plan (Document J1.10) and subsequently the detailed Construction Fencing Plan, which will be agreed with the relevant local authority.

## **1.2.5 Provisions for Emergency Access**

1.2.5.1 Where the closures of Open Space have the potential to interfere with accesses currently usable by the emergency services, such as along the beach or at the access for the recreation ground at the junction of Leach Lane and Blackpool Road North, the Applicants will design compounds and accesses in such a way to permit continued use of them by the emergency services or agree alternatives with the relevant local authority. Details of such emergency access arrangements will be agreed with the bodies as part of the detailed Public Rights of Way Management Plan.