

# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

## Outline Highway Access Management Plan (Clean)

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## Glossary

| Term                                              | Meaning                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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).                                                                                                                                                                                                                                                                                                                                   |
| Commitment                                        | This term is used interchangeably with mitigation and enhancement measures. The purpose of commitments is to avoid, prevent, reduce or, if possible, offset significant adverse environmental effects. Primary and tertiary commitments are taken into account and embedded within the assessment set out in the ES.                                                                                                             |
| Environmental Statement                           | The document presenting the results of the Environmental Impact Assessment process.                                                                                                                                                                                                                                                                                                                                              |
| Generation Assets                                 | The generation assets associated with the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm include the offshore wind turbines, inter-array cables, offshore substation platforms and platform link (interconnector) cables to connect offshore substations.                                                                                                                                                      |
| Haul road                                         | The haul road will provide vehicle access along the onshore export cable corridor and 400 kV grid connection cable corridor off the public highway and will be used where needed throughout the installation of the onshore export cables and 400 kV Grid Connection Cable. The haul road will be 6 m wide (excluding passing places).                                                                                           |
| Highway Authorities                               | Lancashire County Council and Blackpool Council as the Local Highway Authority and National Highways as the highway authority for the strategic network collectively referred to as the Highway Authorities.                                                                                                                                                                                                                     |
| Landfall                                          | The area in which the offshore export cables make landfall (come on shore) and the transitional area between the offshore cabling and the onshore cabling. This term applies to the entire landfall area at Lytham St. Annes between Mean Low Water Springs and the transition joint bay inclusive of all construction works, including the offshore and onshore cable routes, intertidal working area and landfall compound(s). |
| Local Highway Authority                           | A body responsible for the public highways in a particular area of England and Wales, as defined in the Highways Act 1980.                                                                                                                                                                                                                                                                                                       |
| Local Planning Authority                          | The local government body (e.g., Borough Council, District Council, etc.) responsible for determining planning applications within a specific area.                                                                                                                                                                                                                                                                              |
| 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.                                                                                                                                                                                                                                                                                                                                                                      |
| Mobilisation period                               | Period before and after standard construction working hours for deliveries, arrival of construction workers etc.                                                                                                                                                                                                                                                                                                                 |
| Morecambe Offshore Windfarm: Transmission Assets  | The offshore export cables, landfall and onshore infrastructure required to connect the Morecambe Offshore Windfarm to the National Grid.                                                                                                                                                                                                                                                                                        |
| Morgan Offshore Wind Project: Transmission Assets | The offshore export cables, landfall and onshore infrastructure required to connect the Morgan Offshore Wind Project to the National Grid.                                                                                                                                                                                                                                                                                       |

| Term                                                          | Meaning                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Morgan and Morecambe Offshore Wind Farms: Transmission Assets | <p>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.</p> <p>Also referred to in this report as the Transmission Assets, for ease of reading.</p>        |
| Onshore export cable corridor                                 | The corridor within which the onshore export cables will be located.                                                                                                                                                                                                                                                                                                                                                                                                    |
| Onshore substation                                            | <p>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.</p> |
| Outline Construction Traffic Management Plan                  | A plan establishing vehicle routing and to ensure that vehicles can safely access the onshore elements of Transmission Assets.                                                                                                                                                                                                                                                                                                                                          |

## Acronyms

| Acronym | Meaning                                      |
|---------|----------------------------------------------|
| AIL     | Abnormal Indivisible Load                    |
| CoT     | Commitment                                   |
| CTMP    | Construction Traffic Management Plan         |
| DCO     | Development Consent Order                    |
| DMRB    | Design Manual for Roads and Bridges          |
| ES      | Environmental Statement                      |
| HAMP    | Highways Access Management Plan              |
| HGVs    | Heavy Goods Vehicles                         |
| MfS     | Manual for Street (standards)                |
| MLWS    | Mean Low Water Springs                       |
| OCTMP   | Outline Construction Traffic Management Plan |
| OHAMP   | Outline Highways Access Management Plan      |
| PSL     | Posted Speed Limit                           |
| RSA     | Road Safety Audit                            |

## Units

| Unit | Description    |
|------|----------------|
| kV   | Kilovolt       |
| mph  | Miles per hour |
| mm   | Millimetres    |

# 1 Outline Highway Access Management Plan

## 1.1 Background

### 1.1.1 Introduction

1.1.1.1 This document forms the Outline Highway Access Management Plan (OHAMP) prepared for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (referred to hereafter as ‘the Transmission Assets’).

### 1.1.2 Project overview

1.1.2.1 Morgan Offshore Wind Limited (Morgan OWL), a joint venture between bp Alternative Energy Investments Ltd. (bp) and Energie Baden-Württemberg AG (EnBW), is developing the Morgan Offshore Wind Project. The Morgan Offshore Wind Project is a proposed wind farm in the east Irish Sea.

1.1.2.2 Morecambe Offshore Windfarm Ltd (Morecambe OWL), a joint venture between Zero-E Offshore Wind S.L.U. (Spain) (a Cobra group company) (Cobra) and Flotation Energy Ltd, is developing the Morecambe Offshore Windfarm, also located in the east Irish Sea.

1.1.2.3 The purpose of the Transmission Assets is to connect the Morgan Offshore Wind Project: Generation Assets and Morecambe Offshore Windfarm: Generation Assets (referred to collectively as the ‘Generation Assets’) to the National Grid.

1.1.2.4 Morgan OWL and Morecambe OWL (the Applicants) are jointly seeking a single consent for their electrically separate transmission assets comprising aligned offshore export cable corridors to landfall and aligned onshore export cable corridors to separate onshore substations, and onward connection to the National Grid at Penwortham, Lancashire.

1.1.2.5 The key components of the Transmission Assets include offshore elements, landfall and onshore elements. Details of the activities and infrastructure associated with the Transmission Assets are set out in Volume 1, Chapter 3: Project Description of the Environmental Statement (ES) (document reference F1.3).

1.1.2.6 This OHAMP has been developed for onshore elements of Transmission Assets, landwards of Mean Low Water Springs (MLWS). The elements of the Transmission Assets relevant to this plan are:

- Landfall:
  - landfall site: this is where the offshore export cables are jointed to the onshore export cables via the transition joint bays. This term applies to the entire area between Mean Low Water Springs (MLWS) and the transition joint bays.
- Onshore elements:

- onshore export cables: these export cables will be jointed to the offshore export cables via the transition joint bays at the landfall site, and will bring the electricity generated by the Generation Assets to the onshore substations;
- onshore substations: the two electrically separate onshore substations will contain the components for transforming the power supplied via the onshore export cables up to 400 kV; and
- 400 kV grid connection cables: these export cables will bring the electricity generated by the Generation Assets from the two electrically separate onshore substations to the existing National Grid substation at Penwortham.

1.1.2.7 Full details of the activities and infrastructure associated with the Transmission Assets are set out in Volume 1, Chapter 3: Project Description of the Environmental Statement.

### 1.1.3 Purpose of the Outline Highway Access Management Plan

1.1.3.1 The purpose of this OHAMP is to present the details and preliminary access designs for the accesses and haul road crossings associated with the Transmission Assets. The general arrangement for any street works which may be necessary to facilitate the installation of any site accesses has also been included.

1.1.3.2 The detailed HAMP(s) will set out any updates to the access designs including the location, frontage, general layout, visibility and embedded mitigation measures for points of access to the Transmission Assets.

1.1.3.3 This OHAMP references the Outline Construction Traffic Management Plan (OCTMP) (Document reference J5). Wider traffic management measure, including information on delivery routes and any potential monitoring are provided in the OCTMP (see document reference J5).

1.1.3.4 Following the submission of the DCO application, comments have been provided by stakeholders regarding the design of accesses. The following provides a summary of the key amendments that have been made in response:

- Minor revisions to the access designs and principles as requested by Lancashire County Council and presented in Section 1.3 and **Appendix A**;
- Updates to Section 1.1.5 and Section 1.2 in relation to agreeing access arrangements and protocols to Blackpool Airport with Blackpool Airport Operations Limited;
- Updates to Section 1.3.3 in relation to agreeing the final placement of signage with the relevant highway authority, following comments from Lancashire County Council;
- Updates to Section 1.4 following comments from Lancashire County Council and Blackpool Borough Council to include the requirement

to agree the final design of traffic management with the relevant highway authority and to book road works via Street Manager; and

- Minor corrections to drafting noted by the Applicants.

## 1.1.4 Structure of this document

1.1.4.1 This document is set out as follows.

- **Section 1.1** presents an introduction to the OHAMP.
- **Section 1.2** presents outline details for highway accesses.
- **Section 1.3** presents the preliminary access designs and requirements for securing accesses.
- **Section 1.4** presents traffic management relating to accesses and haul road crossings.

## 1.1.5 Implementation of the Outline Highway Access Management Plan

1.1.5.1 Following the granting of consent for the Transmission Assets, detailed Highway Access Management Plan(s) (HAMP) will be prepared 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 OHAMP. The detailed HAMP(s) will require approval by the relevant highways authority.

1.1.5.2 The Applicants have committed to the implementation of detailed HAMPs via the following commitment, CoT23 (see Volume 1, Annex 5.3: Commitments Register, document reference F1.5.3), and is secured by inclusion of Requirement 10 of the draft Development Consent Order (DCO) (document reference C1) Schedules 2A & 2B.

1.1.5.3 Below sets out the requirement wording for Morgan Transmission Assets (referred to as Project A in the draft DCO). Morecambe Transmission Assets (Project B) requirements mirror those of Project A for this requirement and are, therefore, not repeated):

*(10) – (1) No stage of the Project A onshore works may be commenced until for that stage written details (which accord with the outline highway access management plan) of the siting, design, layout, sequencing and timing and any access management measures for any new permanent or temporary means of access to a highway to be used by vehicular traffic, or any alteration to an existing means of access to a highway, have been submitted to and approved by the highway authority, and in relation to the Project A Blackpool Airport works, BAOL to the extent specified in the outline highway access management plan..*

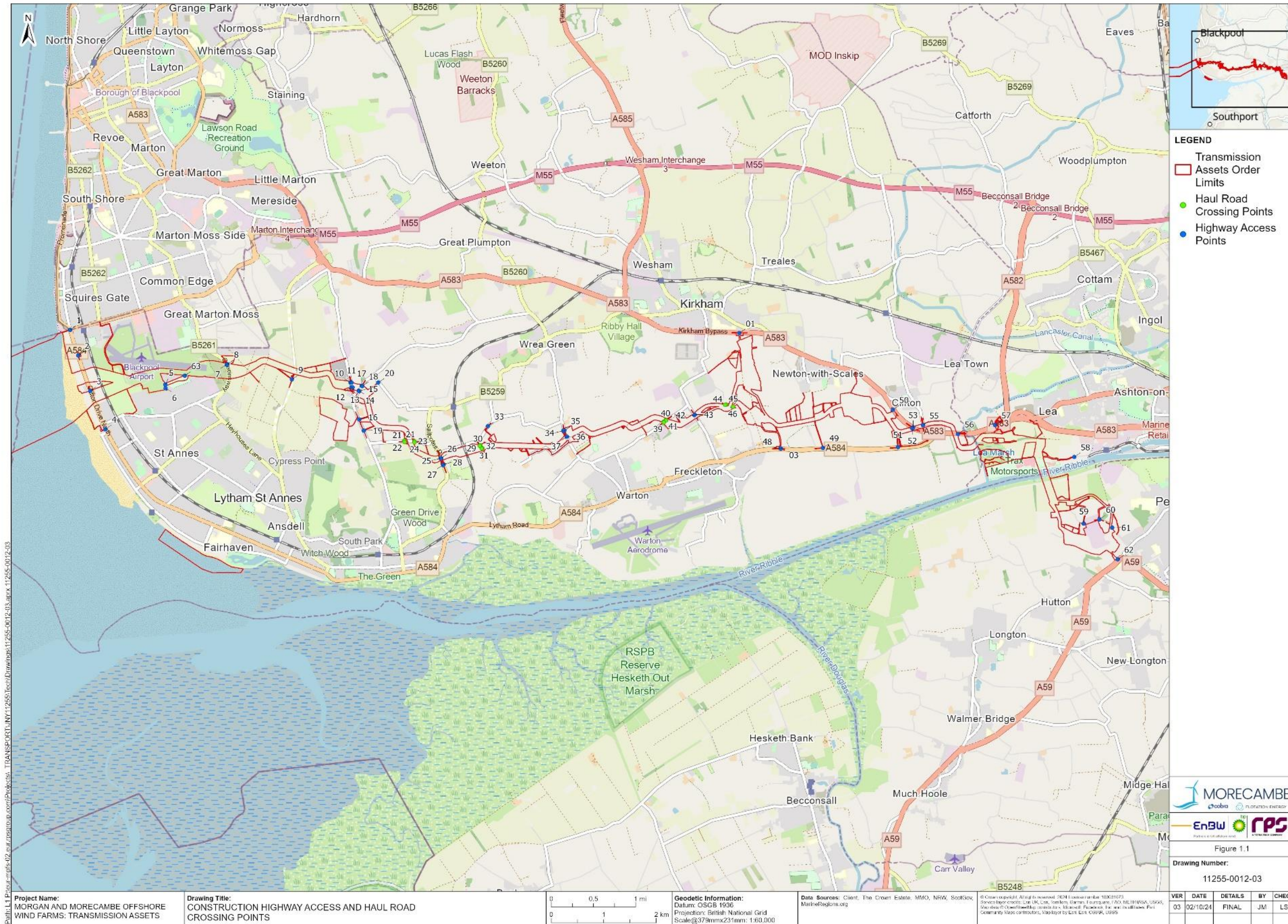
*(2) The highway access for that stage must be constructed or altered, and the works described in paragraph (1) in relation to access management measures carried out, in accordance with the approved details before the relevant highway accesses are brought into use for the purposes of Project A.*

*(3) Onshore site preparation works must be carried out in accordance with the applicable details set out in the outline construction traffic management plan and the outline highway access management plan.*

- 1.1.5.4 The Transmission Assets may adopt a staged approach to the approval of DCO requirements enabling requirements to be approved in part or in whole, prior to the commencement of the relevant stage of works according to whether a staged approach is to be taken to the delivery of each of the offshore wind farms.
- 1.1.5.5 For onshore and intertidal works 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.
- 1.1.5.6 Pre-construction and/or site preparation activities may be undertaken prior to the commencement of construction. These activities would comprise the following, in accordance with the definition of 'onshore site preparation works' as defined by the draft DCO and deemed marine licenses (Document Reference C1) and Volume 1, Chapter 3: Project Description:
- site clearance;
  - demolition;
  - early planting of landscaping works
  - archaeological investigations;
  - environmental surveys;
  - ecological mitigation;
  - biodiversity benefit works;
  - removal of hedgerows and trees;
  - surveys and investigations for the purpose of assessing ground conditions;
  - remedial work in respect of contamination or other adverse ground conditions;
  - diversion and laying of utilities and services;
  - site security works;
  - the erection of temporary means of enclosure;
  - the erection of temporary hard standing;
  - the erection of welfare facilities and compounds for welfare facilities;
  - creation of site accesses; onshore
  - temporary display of site notices or advertisements.

## 1.2 Highway accesses

- 1.2.1.1 This OHAMP includes temporary construction accesses onto the public highway and haul road crossings of the public highway as presented in **Figure 1.1**.
- 1.2.1.2 The construction accesses provide for both ingress and egress to and from the public highway.
- 1.2.1.3 Access points assigned as 'haul road crossing only points' will only permit construction traffic to cross from one side of the existing public highway to the other (from one part of the haul road to another). No construction ingress or egress to or from the public highway would be permitted at these points.
- 1.2.1.4 There are some highway access points presented on **Figure 1.1** that also act as haul road crossing points. These will provide for both ingress and egress to and from the public highway and will also be used to cross the public highway from one part of the haul road to another.
- 1.2.1.5 The onshore substation temporary accesses (access 01 and 03, shown on **Figure 1.1**) will also be retained as permanent access points to enable ongoing access for operation and maintenance phases.
- 1.2.1.6 The access to Blackpool Airport from Leach Lane (access 6 shown on **Figure 1.1**) will also be retained as a permanent access point to enable ongoing access during operation and maintenance phases at Blackpool Airport. As well as consulting the relevant highway authorities in regard to the design of this access, the Applicants would also consult and agree the design and access management measures and protocols (for both the construction and operational phases) with Blackpool Airport Operations Limited (BAOL).



**Figure 1.1: Construction highway accesses and haul road crossing points**

## 1.3 Access and Crossing designs

- 1.3.1.1 Outline access designs for all accesses and crossings are included at **Appendix A**. These designs include details of geometry, visibility splays, road markings and provision for non-motorised users, as required.
- 1.3.1.2 To validate that HGVs can enter and exit each access (where HGV access is permitted) in forward gear, swept path analysis has been undertaken for each access. This swept path analysis (presented within **Appendix A**) has been undertaken using a maximum legal articulated vehicle. This provides a representation of the largest standard vehicle that would use the accesses. The exception to this approach is access 01 and 04 which would only be used by light vehicles.
- 1.3.1.3 Swept path analysis of the onshore substation accesses (01 and 03) has also been undertaken for the inbound abnormal indivisible load (AIL) movement (also presented in **Appendix A**). Outbound movements are not included noting that the AIL vehicles are disassembled on to standard HGVs for their return journey.
- 1.3.1.4 The general guiding principle for the access and crossing designs is to keep engineering works to a minimum to reduce the environmental impact of the proposed Transmission Assets, to ensure timely reinstatement to baseline conditions can be attained. This has included minimising vegetation that needs to be removed, to provide forward visibility.
- 1.3.1.5 **Table 1.1** provides a summary of the required visibility splay for each access and crossing in accordance with the measured 85<sup>th</sup> percentile speeds (the speed at which 85 percent of all vehicles are observed to travel), or the posted speed limit.
- 1.3.1.6 It can be noted from **Table 1.1** that the provision of the full splay for access 59, crossings 38 - 41 and crossings 44 - 47 cannot be achieved for the 85<sup>th</sup> percentile speeds and the following management measures are proposed:
- Access 59: Existing speeds and traffic flows are very low along this road; therefore it is proposed that egress is managed via the provision of a banksperson. The banksperson would be required to check for oncoming traffic before advising the driver when it is clear to depart.
  - Crossings 38 – 41: It is proposed that vehicles crossing at this location would be managed via temporary traffic signal control. Traffic on the haul road would be required to wait for a green signal before proceeding to cross the highway.
  - Crossing 44 to 47: Whilst a splay in accordance with the 85<sup>th</sup> percentile speeds can't be fully achieved, splays in accordance with the average speeds are achievable. In this location, it is proposed to implement a temporary traffic regulation order to reduce the speed limit to 30mph (in line with the average

speeds) and consequently reduce the requirement for hedgerow removal.

- 1.3.1.7 **Table 1.1** presents details of the accesses and crossings for which construction works are required and the preliminary design drawing numbers (contained within **Appendix A**) related to each.
- 1.3.1.8 Where the haul roads cross the public highway, traffic management would be used to ensure the safety of highway users and haul road vehicles.
- 1.3.1.9 Measures proposed are detailed in **Appendix A** (drawing number PC1165-RHD-ZZ-SW-TP-0156) and encompass the following:
- A temporary 10mph speed limit on the haul road;
  - Give-way/stop markings and signs on the haul road at the junction with the highway;
  - Advanced give-way signs, junction warning signs and slow markings on the haul road;
  - Warning signs on the highway to advise the public of the potential for crossing traffic; and
  - Speed cushions on the approach to certain crossings (to be agreed with the relevant highway authorities).
- 1.3.1.10 In addition to the measures outlined above, the OCTMP also includes a commitment to driver inductions. These would include matters such as crossing of haul roads and compliance with the haul road speed limit.
- 1.3.1.11 Should changes to these accesses and crossing designs need to be made post-consent, including the movement of the location of the access points within the Order Limits, these will be agreed in accordance with Requirement 10 of Schedules 2A and 2B to the DCO.

**Table 1.1: Preliminary access design summary**

| Access ID | Road name                    | Access type                             | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                     | Notes                                                                                               |
|-----------|------------------------------|-----------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------|-----------------------------------------------------------------------------------------------------|
| A1        | Starr Gate                   | Existing Access                         | 30 (PSL)                                                                     | N/A                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0066        | Access is proposed by light vehicles, e.g. a 4x4 towing a boat. No access proposed by HGVs.         |
| A2        | Clifton Dr N                 | Existing Access                         | 30 (PSL)                                                                     | 90m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0149 & 0150 | N/A                                                                                                 |
| A3        | A584                         | Existing Access                         | 33.5 (Measured Speed)                                                        | 90m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0001 & 0050 | N/A                                                                                                 |
| A4        | A584, opp. Norwood Road      | Existing Access                         | 30 (PSL)                                                                     | 90m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0074 & 0068 | Access is proposed for light vehicles.                                                              |
| A5        | Blackpool Road N/ Leach Lane | New Access (Existing pedestrian access) | 20 (PSL)                                                                     | 33m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0147 & 0148 | N/A                                                                                                 |
| A6        | Leach Lane                   | New Access                              | 20 (PSL)                                                                     | 70m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0002 & 0051 | Blackpool Airport Operations Limited to be consulted on the design and access management protocols. |

| Access ID | Road name   | Access type  | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                                           | Notes |
|-----------|-------------|--------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------|-------|
| A7 & A8   | B5261       | New Access   | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0004 & 0052                       | N/A   |
|           | B5261       | New Access   | 40 (PSL)                                                                     | 120m                                                                          |                                                          | N/A   |
| A9        | B5410       | New Access   | 45.7 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0007 & 0008                       | N/A   |
| A10 & A11 | Peel Road   | New Crossing | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0084                              | N/A   |
|           |             | New Crossing | 40 (PSL)                                                                     | 120m                                                                          |                                                          |       |
| A12 & A13 |             | New Crossing | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0086                              |       |
|           |             | New Crossing | 40 (PSL)                                                                     | 120m                                                                          |                                                          |       |
| A14 & A15 | Ballam Road | New Access   | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0088, PC1165-RHD-ZZ-XX-SW-TP-0089 | N/A   |
|           |             | New Access   | 40 (PSL)                                                                     | 120m                                                                          |                                                          |       |
| A16       | Ballam Road | New Access   | 47.2 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0005 & 0053                       | N/A   |
| A17 & A18 | Ballam Road | New Access   | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0090, PC1165-RHD-ZZ-XX-SW-TP-0091 | N/A   |
|           |             | New Access   | 40 (PSL)                                                                     | 120m                                                                          |                                                          |       |
| A19       | Ballam Road | New Access   | 47.2 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0006 & 0054                       | N/A   |

| Access ID | Road name  | Access type  | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                     | Notes |
|-----------|------------|--------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------|-------|
| A21 & A22 | Peg's Lane | New Crossing | 40.0 (Measured Speed)                                                        | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0094        | N/A   |
|           | Peg's Lane | New Crossing | 40.0 (Measured Speed)                                                        | 120m                                                                          |                                    |       |
| A23 & A24 | Peg's Lane | New Crossing | 40.0 (Measured Speed)                                                        | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0093        |       |
|           | Peg's Lane | New Crossing | 40.0 (Measured Speed)                                                        | 120m                                                                          |                                    |       |
| A25 & A26 | B5259      | New Access   | 46.7 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0011 & 0056 | N/A   |
|           | B5259      | New Access   | 46.7 (Measured Speed)                                                        | 160m                                                                          |                                    |       |
| A27 & A28 | B5259      | New Access   | 46.7 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0013 & 0057 | N/A   |
|           | B5259      | New Access   | 46.7 (Measured Speed)                                                        | 160m                                                                          |                                    |       |
| A29 & A30 | Huck Lane  | New Crossing | 23.4 (Measured Speed)                                                        | 70m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0044        | N/A   |
|           | Huck Lane  | New Crossing | 23.4 (Measured Speed)                                                        | 70m                                                                           |                                    |       |
| A31 & A32 | Huck Lane  | New Crossing | 23.4 (Measured Speed)                                                        | 70m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0045        |       |

| Access ID | Road name     | Access type  | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                     | Notes |
|-----------|---------------|--------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------|-------|
|           | Huck Lane     | New Crossing | 23.4 (Measured Speed)                                                        | 70m                                                                           |                                    |       |
| A33       | Cartmell Lane | New Access   | 37.2 (Measured Speed)                                                        | 90m                                                                           | PC1165-RHD-ZZ-XX-SW-TP-0138 & 0139 | N/A   |
| A34 & A35 | Bryning Lane  | New Access   | 41.4 (Measured Speed)                                                        | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0015 & 0058 | N/A   |
|           | Bryning Lane  | New Access   | 41.4 (Measured Speed)                                                        | 120m                                                                          |                                    |       |
| A36 & A37 | Bryning Lane  | New Access   | 41.4 (Measured Speed)                                                        | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0017 & 0059 |       |
|           | Bryning Lane  | New Access   | 41.4 (Measured Speed)                                                        | 120m                                                                          |                                    |       |
| A38 & A39 | Hillock Lane  | New Crossing | 45.5 (Measured Speed)                                                        | 128m ***                                                                      | PC1165-RHD-ZZ-XX-SW-TP-0019        |       |
|           | Hillock Lane  | New Crossing | 45.5 (Measured Speed)                                                        | 128m ***                                                                      |                                    |       |
| A40 & A41 | Hillock Lane  | New Crossing | 45.5 (Measured Speed)                                                        | 128m ***                                                                      |                                    |       |
|           | Hillock Lane  | New Crossing | 45.5 (Measured Speed)                                                        | 128m ***                                                                      |                                    |       |
| A42 & A43 | Kirkham Road  | New Access   | 40 (PSL)                                                                     | 120m                                                                          |                                    | N/A   |

| Access ID | Road name    | Access type  | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                           | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------|--------------|--------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | Kirkham Road | New Access   | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0022 & 0060       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| A44 & A45 | Lower Lane   | New Crossing | 40.1 (Measured Speed)                                                        | 120 (Reduced to 70m)                                                          | PC1165-RHD-ZZ-XX-SW-TP-0023              | The posted speed limit on Lower Lane is 60mph and measured speeds at this location are average 32.8mph, with an 85 <sup>th</sup> percentile speed of 40.1mph. This 85 <sup>th</sup> percentile speed requires a visibility splay of ~120m, whilst the average requires ~70m applying the requirements of the DMRB or ~59m applying the requirements of MfS.<br><br>A temporary reduction in the speed limit to 30mph (equivalent to the average) at this location is proposed. |
|           | Lower Lane   | New Crossing | 40.1 (Measured Speed)                                                        | 120 (Reduced to 70m)                                                          |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| A46 & A47 | Lower Lane   | New Crossing | 40.1 (Measured Speed)                                                        | 120 (Reduced to 70m)                                                          | PC1165-RHD-ZZ-XX-SW-TP-0024, 0156 & 0160 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|           | Lower Lane   | New Crossing | 40.1 (Measured Speed)                                                        | 120 (Reduced to 70m)                                                          |                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Access ID               | Road name             | Access type                                         | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                                 | Notes                                   |
|-------------------------|-----------------------|-----------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------|
| A48 (incorporating A03) | A584/Preston New Road | New Access for construction and operational traffic | 54.2 (Measured Speed)                                                        | 165m ***                                                                      | PC1165-RHD-ZZ-XX-SW-TP-0107, 0108, 0121 & 0157 | Transformer consideration for A03 only. |
| A49                     | A584/Preston New Road | New Access                                          | 54.2 Measured Speed)                                                         | 165m ***                                                                      | PC1165-RHD-ZZ-XX-SW-TP-0126, 0127 & 0157       | N/A                                     |
| A50                     | A583                  | New Access                                          | 49.6 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0025, 0061 & 0158       | N/A                                     |
| A51                     | A584                  | New Access                                          | 56.3 (Measured Speed)                                                        | 180m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0026, 0062 & 0157       | N/A                                     |
| A52 & A53               | A583                  | New Access                                          | 49.9 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0028, 0063 & 0158       | N/A                                     |
|                         | A583                  | New Access                                          | 49.9 (Measured Speed)                                                        | 160m                                                                          |                                                |                                         |
| A55                     | Lodge Lane            | New Access                                          | 50 (PSL)                                                                     | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0029 & 0064             | N/A                                     |
| A56                     | A583/Preston New Road | New Access                                          | 51.5 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0113, 0114 & 0158       | N/A                                     |

| Access ID | Road name           | Access type                                 | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                           | Notes                                                                       |
|-----------|---------------------|---------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------|
| A57       | A583/Blackpool Road | Existing Access                             | 52.5 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0124 & 0125       | Banks person to be used to control interaction with pedestrians and cycles. |
| A58       | Wallend Road        | New Access                                  | 20 (PSL)                                                                     | 43m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0115 & 0116       | N/A                                                                         |
| A59       | Howick Cross Lane   | Existing Access                             | 30 (PSL)                                                                     | 43m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0134 & 0135       | Banks person will be utilised at this location to control egress.           |
| A60       | Howick Cross Lane   | Existing private access + proposed widening | 30 (PSL)                                                                     | 43m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0136 & 0137       | N/A                                                                         |
| A61       | Howick Cross Lane   | Existing Access                             | 30 (PSL)                                                                     | 43m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0154 & 0155       | N/A                                                                         |
| A62       | A59/Liverpool Road  | Existing Access                             | 40 (PSL)                                                                     | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0132, 0133 & 0159 | N/A                                                                         |
| A63       | The Hamlet          | New Access                                  | 20 (PSL)                                                                     | 43m (MfS)                                                                     | PC1165-RHD-ZZ-XX-SW-TP-0152 & 0153       | N/A                                                                         |

| Access ID | Road name                                 | Access type                                         | Posted Speed Limit (PSL) or measured 85 <sup>th</sup> percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number                           | Notes                                                         |
|-----------|-------------------------------------------|-----------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------------|
| A01       | A583/Kirkham Bypass                       | New Access for construction and operational traffic | 52.5 (Measured Speed)                                                        | 160m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0103, 0104 & 0119 | N/A                                                           |
| A02       | Lower Lane (West of Morecambe Substation) | New Operational Access (no construction traffic)    | 41.5 (Measured Speed)                                                        | 120m                                                                          | PC1165-RHD-ZZ-XX-SW-TP-0142 & 0143       | Access for operational traffic only. No HGV traffic proposed. |

\* Number in brackets represents where a visibility splay less than required for the posted speed limit has been assumed. Further explanation of the rational for this adopted approach is provided within the notes column.

\*\* Visibility splays have been informed by the requirement of the Design Manual for Roads and Bridges unless noted otherwise by (MfS) where Manual for Street standards have been adopted.

\*\*\* Notes where the visibility splay requirements have been interpolated between bands.

## 1.3.2 Road safety

1.3.2.1 The following mitigation measures are proposed to reduce the risk to the travelling public and construction personnel.

- Temporary direction and warning signs to advise of turning vehicles would be provided for all accesses. This signage would highlight the proposed accesses to construction personnel traffic to avoid late breaking manoeuvres and highlight to the travelling public the potential for turning vehicles.
- Temporary warning signs to advise of crossing vehicles would be provided for all crossings. This signage would highlight to the travelling public the potential for crossing vehicles.
- Where applicable, crossings constructed to prevent access from the highway, ensuring vehicles do not attempt to access or egress these locations.
- All priority controlled accesses and crossings provided with appropriate visibility splays to allow vehicles to safely ingress and egress. Visibility splays identified within the Order Limits will be maintained by the Principal Contractor(s) for the duration of use of the access.
- All accesses onto and crossings over the public highway to incorporate a bound (concrete or asphalt) surface to prevent dust and dirt being tracked on to the highway.
- Temporary reduction in the existing speed limit in the vicinity of all accesses and crossings to be considered to reduce the speed of vehicles in the vicinity of these locations. Any such traffic management would be agreed prior to construction.
- Where appropriate a banksperson will be situated at an access to assist construction vehicles to ingress and egress.

## 1.3.3 Technical approval

1.3.3.1 Once Principal Contractor(s) have been appointed, any updates to the detailed designs for the accesses, crossings and any associated traffic management measures will be submitted to the relevant highways authority, in accordance with DCO (document reference: C1).

1.3.3.2 The technical approval process will include submission of updated detailed construction drawings, showing information, including any relevant access and crossing arrangements, drainage, lighting, signing, and standard construction details.

1.3.3.3 The final location of signage will be confirmed and agreed with the relevant highway authority at the technical approval stage. The final sighting of signs will have regard to ensuring clearance between the edge of the sign and road of at least 450mm, ensuring the passage of non-motorised users is not obstructed and that the sign and post are located within the highway boundary or order limits.

- 1.3.3.4 The accesses highlighted within this OHAMP are temporary, save for those to the permanent access points for each of the onshore substations, and following completion of construction would be reinstated to their former state.
- 1.3.3.5 All temporary speed limit restrictions associated with temporary accesses will be implemented by the relevant highways authority following an application by the Applicant(s) or Principal Contractor(s).

## 1.3.4 Road safety audit

- 1.3.4.1 The technical approval process will comply with the Road Safety Audit (RSA) process (as outlined within the Design for Manual Roads and Bridges GG 119, National Highways, April 2025) for all accesses and crossings. The RSA process comprises of a systematic process for the independent safety review of highway schemes. The purpose of the RSA process is to minimise the future occurrences and severity of collisions once a scheme has been built.

## 1.4 Traffic management for temporary highway access points

### 1.4.1 Overview

Temporary traffic management will be implemented at each of the accesses and crossings during construction/removal to maintain highway safety and to ensure minimal delays to existing road users.

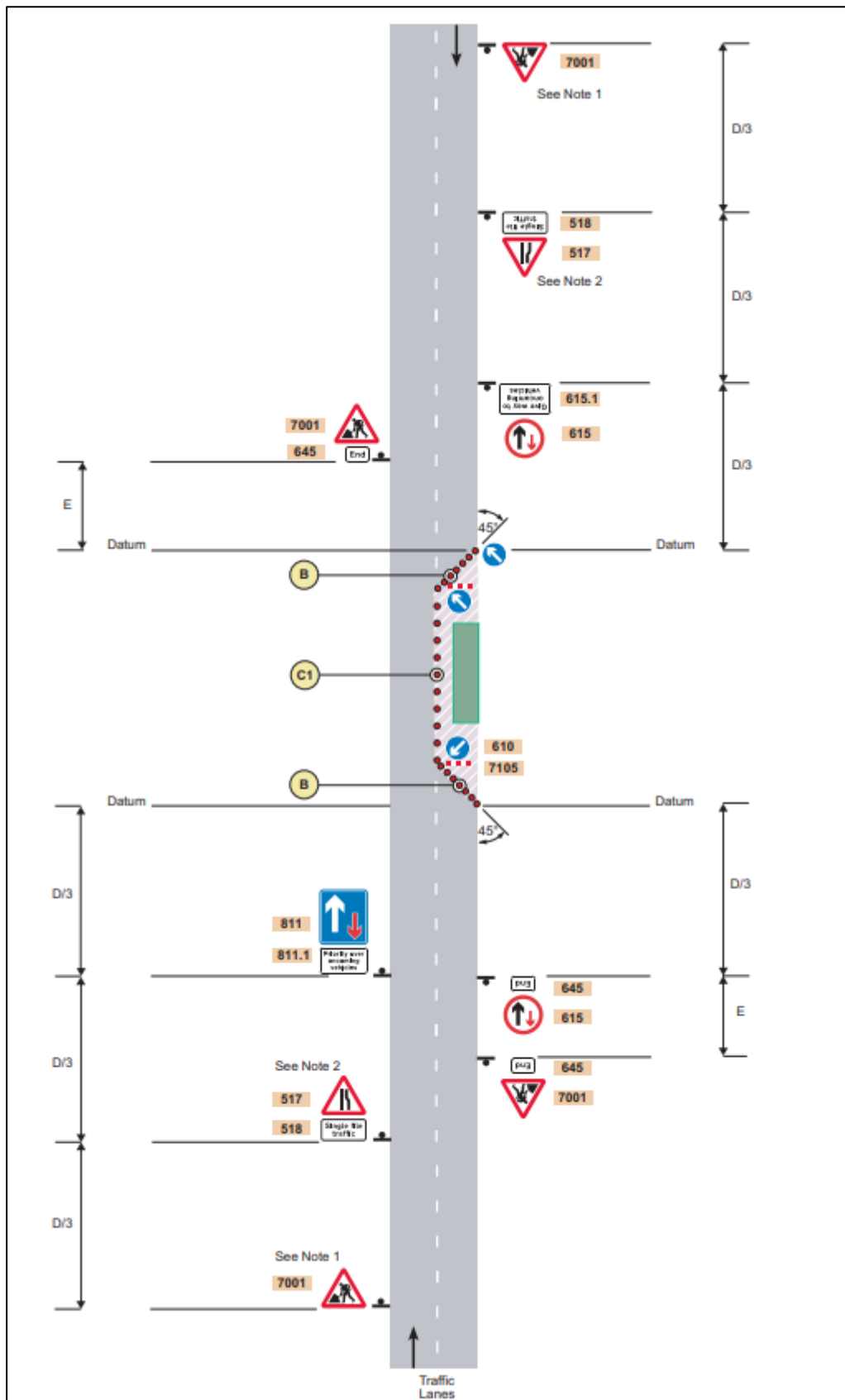
- 1.4.1.1 In addition, to minimise the impacts of construction traffic on the wider highway associated with the construction of the accesses and crossings, wider control measures proportionate to the scale of the proposed works are detailed below.

### 1.4.2 Road works

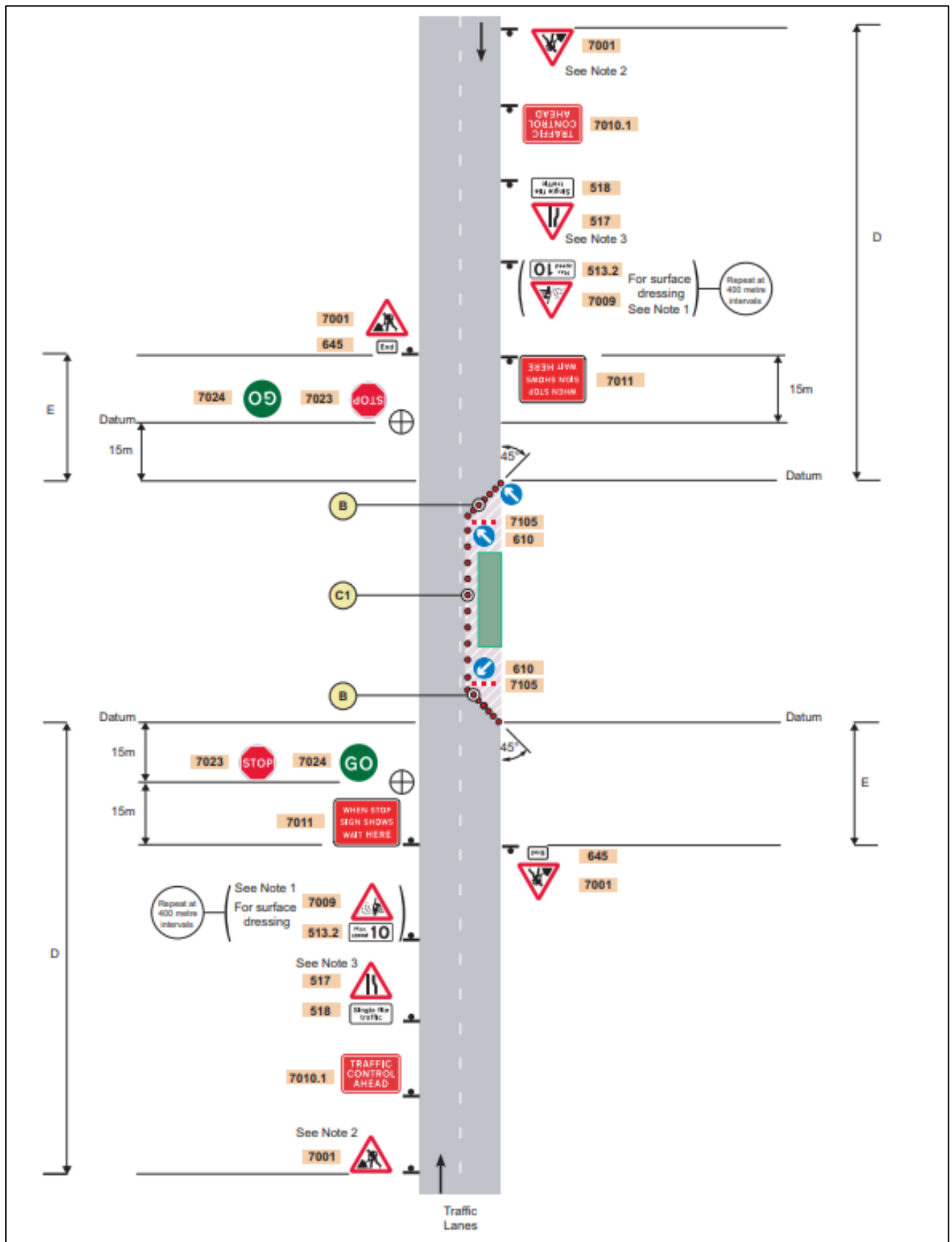
- 1.4.2.1 Traffic management measures may be required for various reasons and the type of traffic management measure to be adopted will depend upon the location on the highway, the nature and level/speed of traffic on the highway, what is served by the highway, and the alternative routes available.
- 1.4.2.2 Traffic management measures that could be used would include stopping traffic on the highway, this could be via temporary portable signals or via manually operated stop/go signs.
- 1.4.2.3 Shuttle working is where one direction of travel receives priority over the other. This could be via temporary portable signals or via give way signs.
- 1.4.2.4 Some example layouts of these traffic management measures and features are shown on **Figure 1.2** to **Figure 1.5**. These examples are extracted from The Traffic Signs Manual, Chapter 8, Part 1, Traffic Safety Measures and Signs for Road Works and Temporary Situations, Department for Transport/Welsh Government/Transport Scotland/

Department for Infrastructure, 2009. The extracts are generic in nature, and they are not designed to be specific to any particular location or circumstance but designed to be implemented in accordance with the advice contained within the document.

- 1.4.2.5 The final form of traffic management would be agreed with the relevant highway authority, and Street Works will be in accordance with the provisions of the DCO, the New Roads and Streetworks Act. Applications for road space booking would be made via the DfT online digital portal, 'Street Manager'.



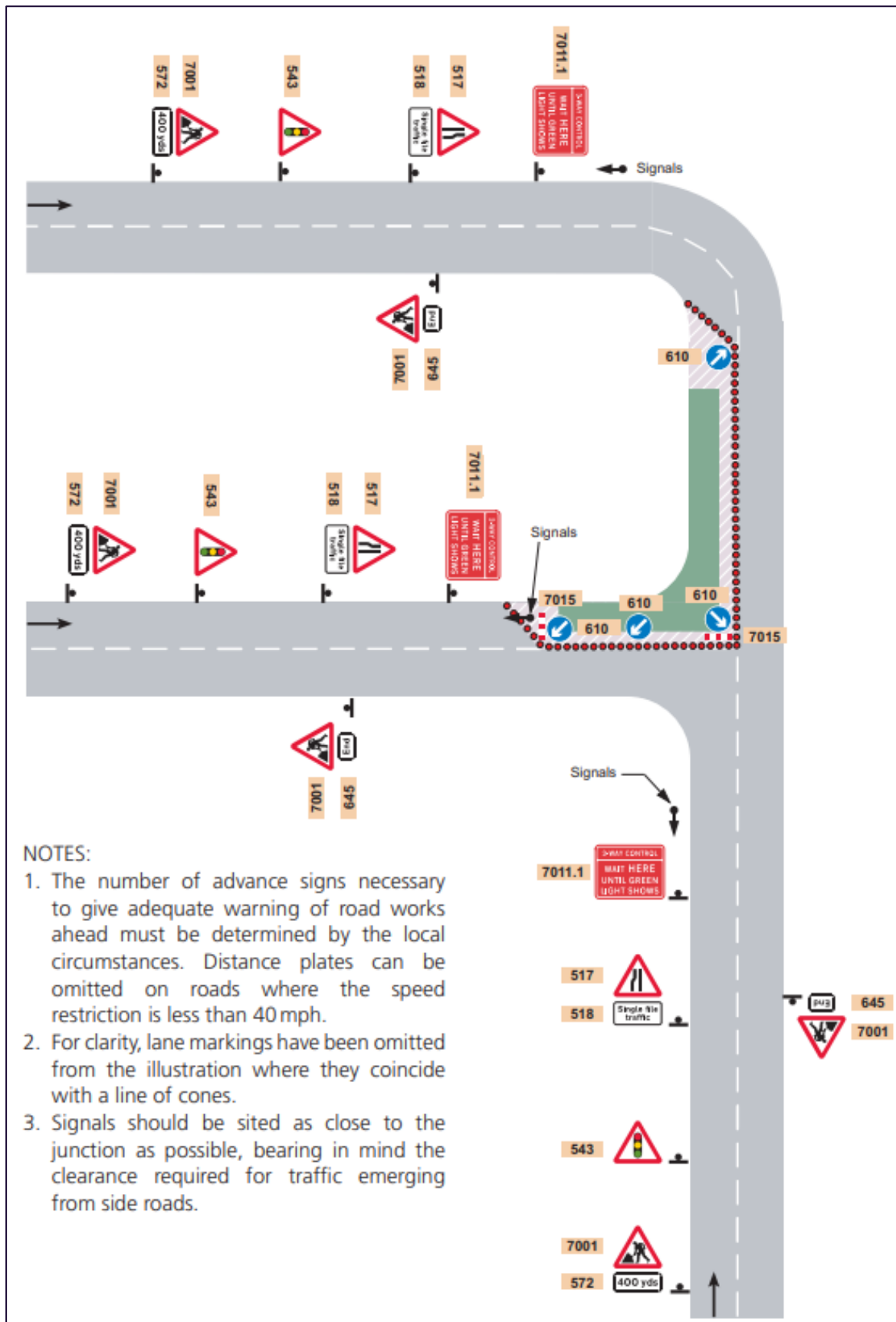
**Figure 1.2: Priority signs on a two-lane single carriageway road**



**Figure 1.3: Stop/go signs on a two-lane single carriageway road**



Figure 1.4: Manually operated stop/go signs and priority signs



**Figure 1.5: Roadworks at a T-junction – traffic control by means of portable traffic signals.**

## 1.5 References

Department for Transport/Welsh Government/Transport Scotland/Department for Infrastructure (2009) Traffic Signs Manual Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design. Available at <https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf>. Accessed May 2025.

Department for Transport/ Communities and Local Government/Welsh Assembly Government (2007) Manual for Streets. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/341513/pdfmanforstreets.pdf#:~:text=A%20comprehensive%20guide%20for%20designing](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf#:~:text=A%20comprehensive%20guide%20for%20designing). Accessed May 2025.

Highways England/Transport Scotland/Welsh Government/Department for Infrastructure (2020). Design Manual for Roads and Bridges (DMRB) CD 123 - Geometric design of at-grade priority and signal controlled junctions. Available at [REDACTED]

[REDACTED] Accessed May 2025.

National Highways (April 2025). Design Manual for Roads and Bridges (DMRB) GG119–Road Safety Audit. Available at [REDACTED]

[REDACTED] standard=DMRB. Accessed May 2025.

The Chartered Institute of Highways and Transportation (2010) Manual for Streets 2 – Wider Application of the Principles. Available at [REDACTED]

[REDACTED] Accessed May 2025.

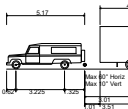
## **Appendix A: Preliminary access and crossing designs**



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY

**VEHICLE TRACKING**



Land Rover 130 (HCPU) + Ifor Williams HB510XL Horsebox  
Overall Length 10.930m  
Overall Width 2.250m  
Overall Body Height 2.820m  
Min Body Ground Clearance 0.184m  
Max Track Width 2.298m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.500m

- ▨ VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEPT PATH

|     |          |                                   |    |     |     |
|-----|----------|-----------------------------------|----|-----|-----|
| P02 | 15.05.25 | SPA AMENDED TO REFLECT ACCESS USE | KP | SKT | SKT |
| P01 | 15.05.23 | FIRST ISSUE                       | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

**MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD**

**PROJECT**  
**MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS**

**TITLE**

**ACCESS A1  
SWEPT PATH ANALYSIS**



|                |                             |             |          |              |
|----------------|-----------------------------|-------------|----------|--------------|
| DRAWN          | CHECKED                     | SKT         | APPROVED | SKT          |
| DATE           | 15.05.2023                  | SCALE AT A3 | 1:1000   | AUTOCAD REF. |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0066 | REVISION    | P02      |              |
| CLIENT DWG No. |                             |             |          |              |



- ## NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

## KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- VISIBILITY SPLAY 2.4m x 50m
- PROPOSED NEW FOOTWAY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

|     |          |                                      |    |     |     |
|-----|----------|--------------------------------------|----|-----|-----|
| P02 | 15.05.25 | LAYOUT AMENDED AND HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 21.05.24 | FIRST ISSUE                          | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                          | BY | CHK | APP |

## REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

## PROJECT

PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

|       |  |
|-------|--|
| TITLE |  |
|-------|--|

## ACCESS A2 GENERAL ARRANGEMENT



|                                         |                      |                |                 |
|-----------------------------------------|----------------------|----------------|-----------------|
| DRAWN<br>CB                             |                      | CHECKED<br>SKT | APPROVED<br>SKT |
| DATE<br>21.05.24                        | SCALE AT A3<br>1:500 | AUTOCAD REF.   |                 |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0149 |                      |                | REVISION        |
| CLIENT DWG No.                          |                      |                | P02             |



ARTICULATED HGV INGRESS



LIGHT VEHICLE INGRESS



ARTICULATED HGV EGRESS

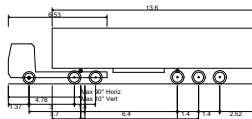


LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED NEW FOOTWAY
  - PROPOSED NEW UNCONTROLLED TACTILE PAVING

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.960m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.980m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                                      |    |     |     |
|-----|----------|--------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND LAYOUT AMENDED | KP | SKT | SKT |
| P01 | 21.05.24 | FIRST ISSUE                          | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                          | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

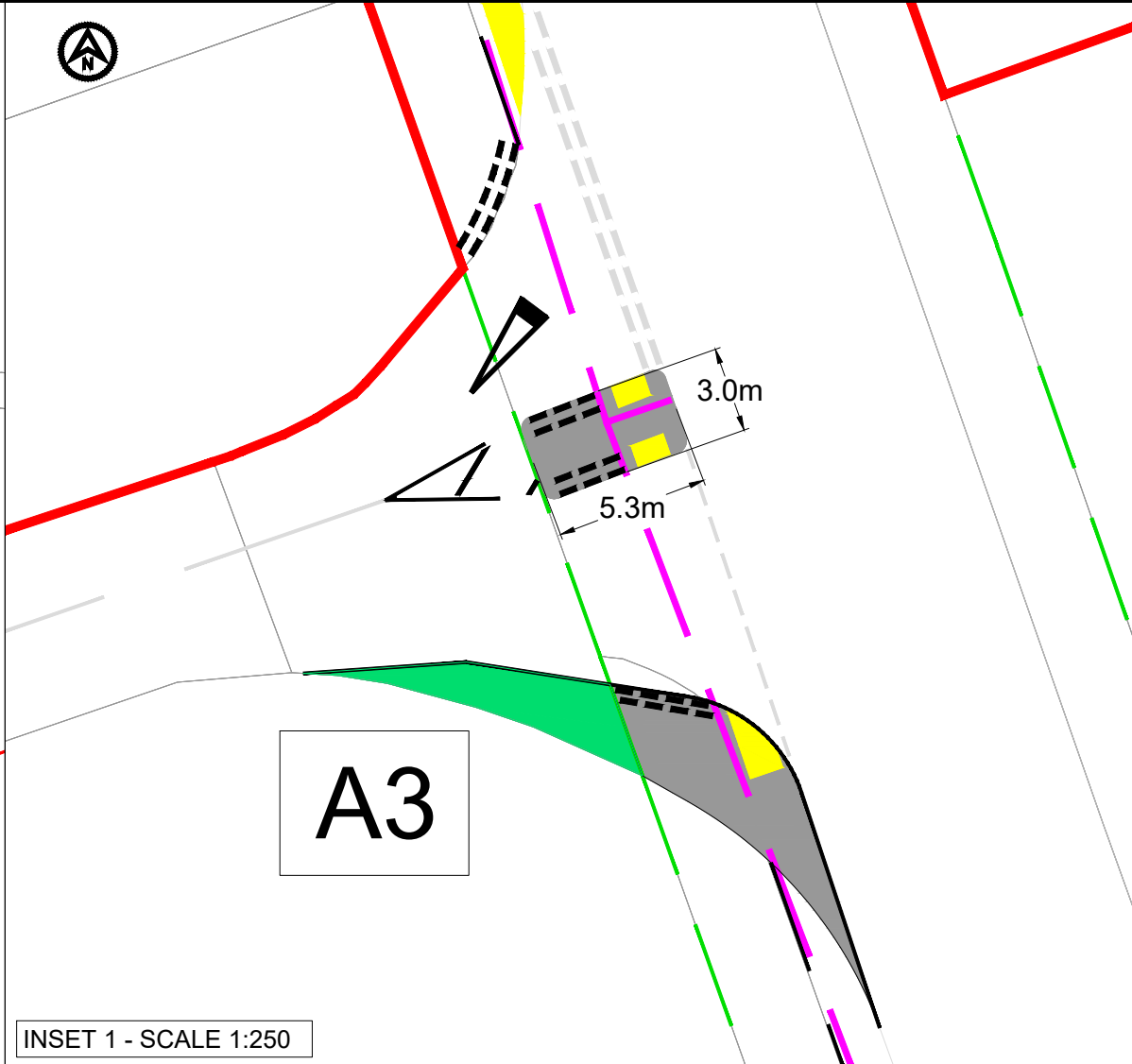
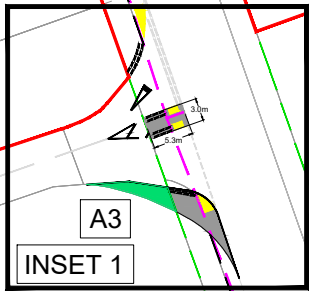
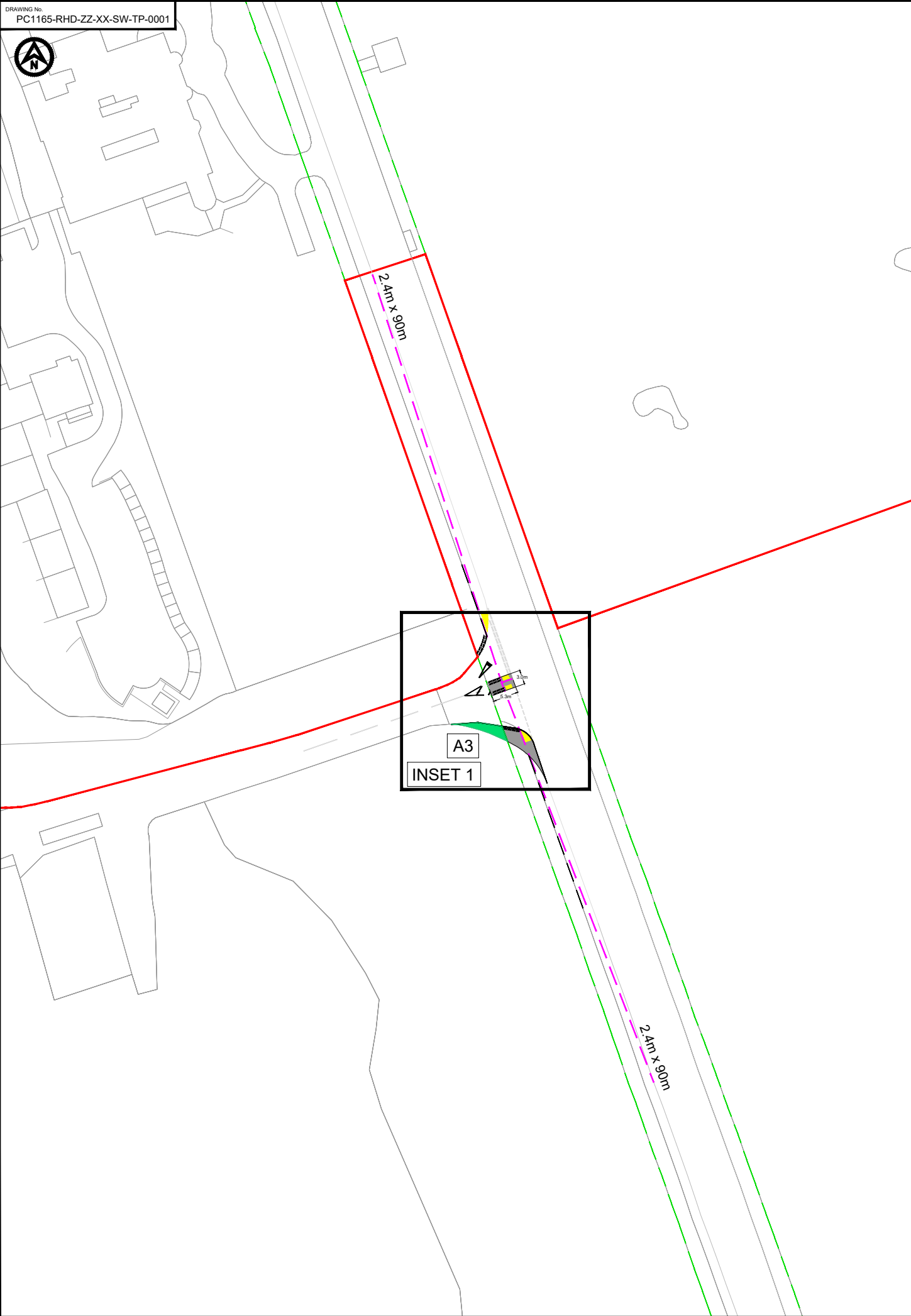
TITLE

ACCESS A2  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
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| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 21.05.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0150 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0001



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data. Carriageway lines are estimated from aerial mapping due to recent highway scheme not being recorded on OS mapping
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

| KEY |                                          |
|-----|------------------------------------------|
|     | EXISTING ARRANGEMENT                     |
|     | MORGAN AND MORECAMBE ORDER LIMITS        |
|     | INDICATIVE HIGHWAY BOUNDARY              |
|     | PROPOSED ROAD MARKINGS                   |
|     | VISIBILITY SPLAY 2.4m x 90m              |
|     | PROPOSED NEW SHARED USE ISLAND           |
|     | PROPOSED NEW UNCONTROLLED TACTILE PAVING |
|     | PROPOSED VERGE                           |

| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |
|-----|----------|-----------------------------------------|----|-----|-----|
| P04 | 24.06.23 | JUNCTION GEOMETRY REDUCED               | KP | SKT | SKT |
| P03 | 15.05.23 | SHARED USE ISLAND AND HW BOUNDARY ADDED | KP | SKT | SKT |
| P02 | 15.05.23 | UPDATED IN LINE WITH COMMENTS           | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |

| REVISIONS |  |  |  |  |  |
|-----------|--|--|--|--|--|
| CLIENT    |  |  |  |  |  |

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A3  
GENERAL ARRANGEMENT



| DRAWN                                   | CHECKED     | APPROVED     |
|-----------------------------------------|-------------|--------------|
| CB                                      | SKT         | SKT          |
| DATE                                    | SCALE AT A3 | AUTOCAD REF. |
| 05.05.23                                | 1:1000      |              |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0001 |             | REVISION     |
| CLIENT DWG No.                          |             | P04          |



A3

ARTICULATED HGV INGRESS



A3

LIGHT VEHICLE INGRESS



A3

ARTICULATED HGV EGRESS



A3

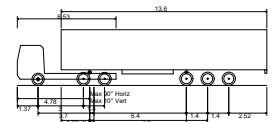
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

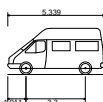
KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED SHARE USE ISLAND
- PROPOSED NEW UNCONTROLLED TACTILE PAVING
- PROPOSED VERGE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.661m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.986m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.538m  
Track Width 1.986m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| PM  | 24.06.20 | JUNCTION GEOMETRY REDUCED               | KP | SKT | SKT |
| P03 | 27.05.20 | SHARED USE ISLAND AND HW BOUNDARY ADDED | KP | SKT | SKT |
| P02 | 15.05.23 | UPDATED IN LINE WITH COMMENTS           | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A3  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0050 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P04 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0074



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data. Carriageway lines are estimated from aerial mapping due to recent highway scheme not being recorded on OS mapping
  3. X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION

|     |          |                        |    |     |     |
|-----|----------|------------------------|----|-----|-----|
| P03 | 15.05.23 | HIGHWAY BOUNDARY ADDED | KP | SKT | SKT |
| P02 | 21.05.24 | ADDITION OF COMPOUND   | CB | SKT | SKT |
| P01 | 16.05.23 | FIRST ISSUE            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A4  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 16.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0074 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0068



LIGHT VEHICLE INGRESS (NORTH)



LIGHT VEHICLE EGRESS (NORTH)



LIGHT VEHICLE INGRESS (SOUTH)



LIGHT VEHICLE EGRESS (SOUTH)

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|  |                             |
|--|-----------------------------|
|  | EXISTING ARRANGEMENT        |
|  | MORGAN AND MORECAMBE        |
|  | INDICATIVE HIGHWAY BOUNDARY |

VEHICLE TRACKING

|                             |        |
|-----------------------------|--------|
| Utility 4x4 (LWB) (2006)    | 5.130m |
| Overall Length              | 1.750m |
| Overall Width               | 1.750m |
| Overall Body Height         | 0.289m |
| Min Body Ground Clearance   | 1.701m |
| Track Width                 | 4.00s  |
| Lock to lock time           | 7.540m |
| Kerb to Kerb Turning Radius |        |

|  |                                        |
|--|----------------------------------------|
|  | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
|  | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                      |    |     |     |
|-----|----------|----------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY ADDED    | KP | SKT | SKT |
| P02 | 21.05.24 | ADDITION OF COMPOUND | CB | SKT | SKT |
| P01 | 15.05.23 | FIRST ISSUE          | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION          | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

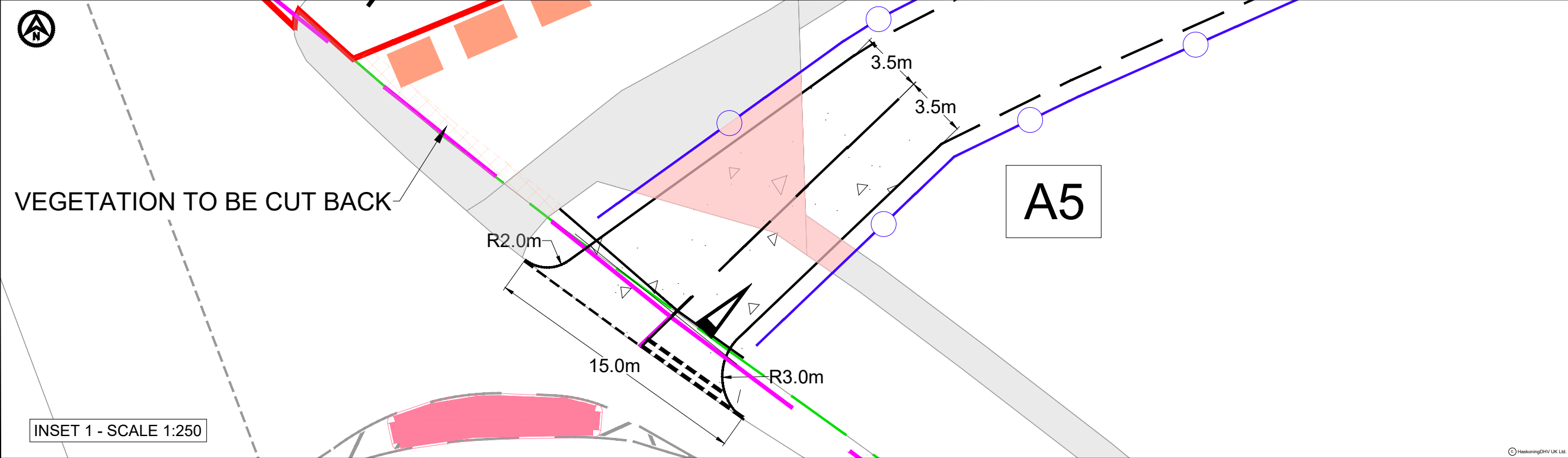
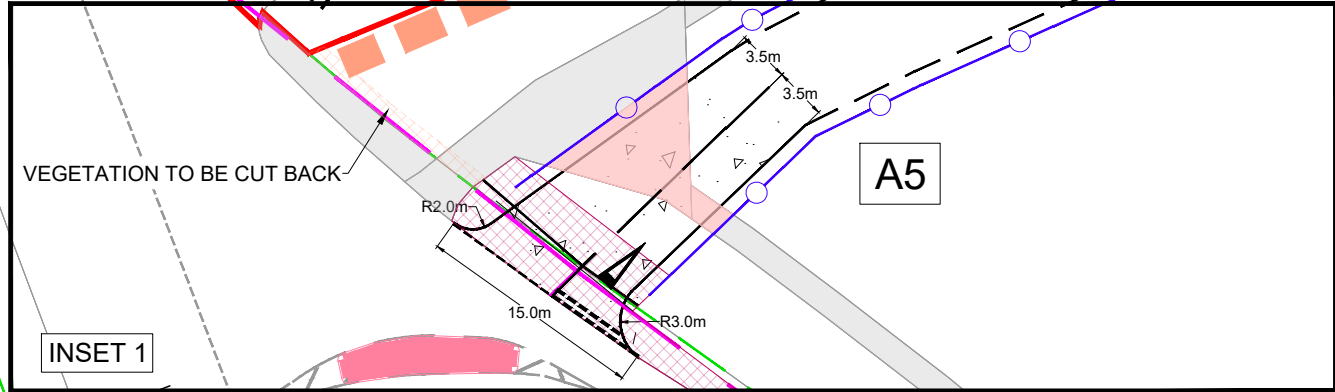
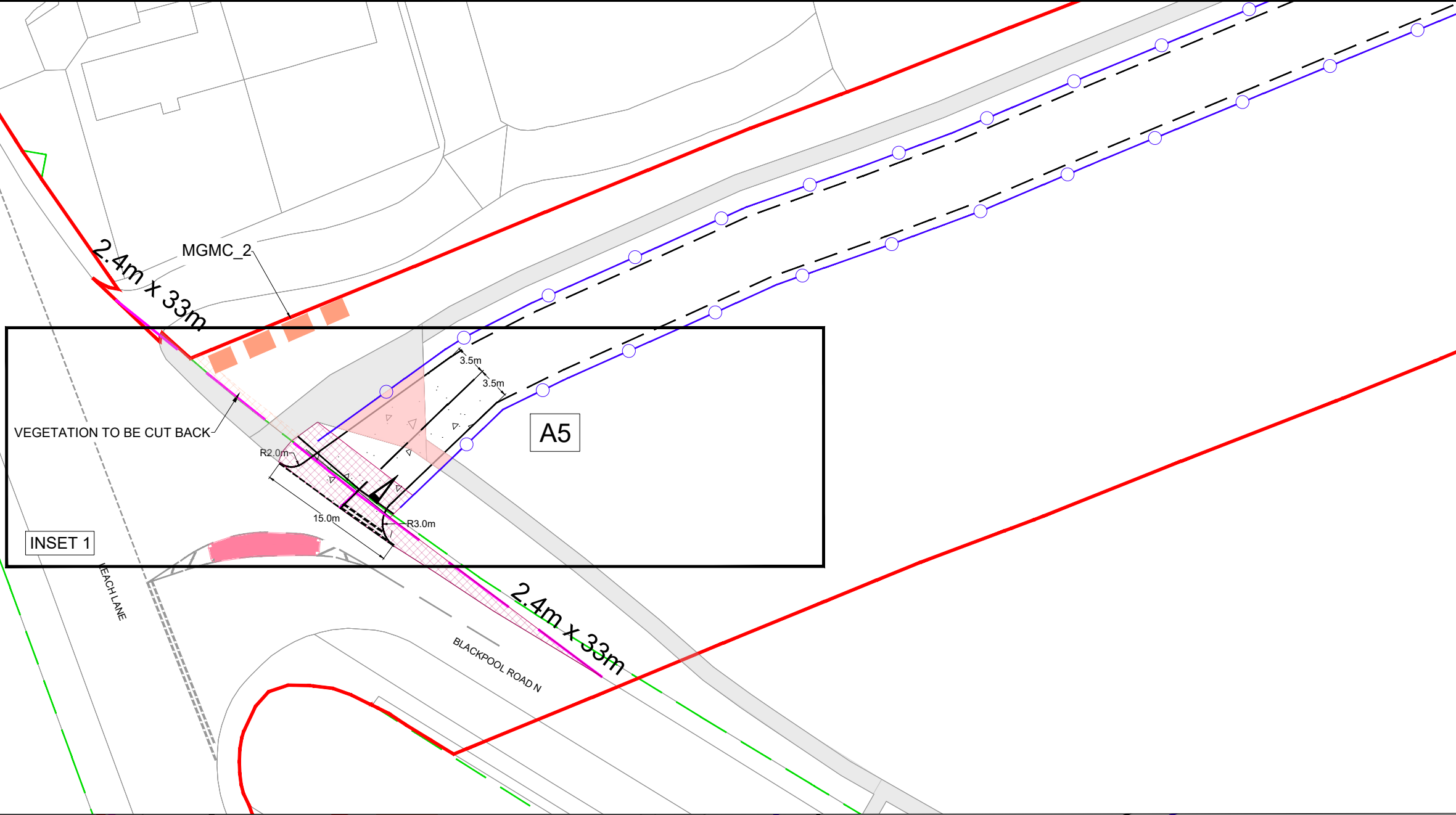
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A4  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 15.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0068 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P03 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0147



**NOTES**

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 4 of 19.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- INDICATIVE ACCESS TRACK
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
- BARRIERS SET 1m FROM THE EDGE OF THE PROPOSED ACCESS
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- VEGETATION REMOVAL AREA = 135 sq m (APPROX)
- VEGETATION TO BE CUT BACK
- EXISTING FOOTPATH
- PROPOSED FOOTPATH AREA TO BE CLOSED
- PROPOSED TRAFFIC ISLAND
- HEDGEROW MGMC\_2 TO BE REMOVED (DRAWING BP-GBR-MORG-REG-0185 TPO AND HEDGEROW PLAN SHEET 4 OF 19)

|     |          |                                             |    |     |     |
|-----|----------|---------------------------------------------|----|-----|-----|
| P04 | 21.08.25 | FENCE LINE AMENDED AND TRAFFIC ISLAND ADDED | KP | SKT | SKT |
| P03 | 15.08.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED      | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS          | AA | SKT | SKT |
| P01 | 04.04.24 | FIRST ISSUE                                 | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                                 | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

**TITLE**

ACCESS A5  
GENERAL ARRANGEMENT

**Logo**

Royal HaskoningDHV  
Enhancing Society Together

Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6FZ  
Tel: +44(0)1932 559595  
www.royalhaskoningdhv.com

|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 04.04.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0147 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P04 |

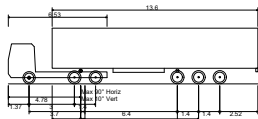


- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

**KEY**

|  |                                                      |
|--|------------------------------------------------------|
|  | EXISTING ARRANGEMENT                                 |
|  | MORGAN AND MORECAMBE ORDER LIMITS                    |
|  | INDICATIVE HIGHWAY BOUNDARY                          |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS               |
|  | INDICATIVE ACCESS TRACK                              |
|  | BARRIERS SET 1m FROM THE EDGE OF THE PROPOSED ACCESS |

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEPT PATH

|     |          |                                      |    |     |     |
|-----|----------|--------------------------------------|----|-----|-----|
| P03 | 23.08.25 | TRAFFIC ISLAND ADDED AND SPA AMENDED | KP | SKT | SKT |
| P02 | 15.05.25 | HW BOUNDARY ADDED AND SPA AMENDED    | KP | SKT | SKT |
| P01 | 04.04.24 | FIRST ISSUE                          | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                          | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

ACCESS A5  
SWEPT PATH ANALYSIS

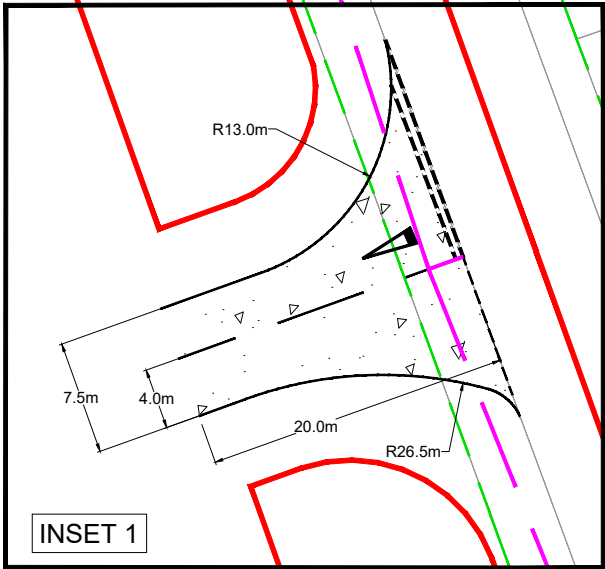


|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 04.04.2024                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0148 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P03 |



2.4m x 70m

A6



INSET 1

2.4m x 70m



R13.0m

7.5m  
3.5m  
4.0m

20.0m

R26.5m

INSET 1 - SCALE 1:250

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

|     |          |                               |    |     |     |
|-----|----------|-------------------------------|----|-----|-----|
| P05 | 15.05.25 | HIGHWAY BOUNDARY ADDED        | KP | SKT | SKT |
| P04 | 28.07.24 | UPDATED ACCESS BELLMOUTH      | AA | SKT | SKT |
| P03 | 25.07.24 | UPDATED SHARED WORK AREA      | AA | SKT | SKT |
| P02 | 15.05.23 | UPDATED IN LINE WITH COMMENTS | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                   | CB | SKT | SKT |

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|-----|------|-------------|----|-----|-----|
|-----|------|-------------|----|-----|-----|

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A6  
GENERAL ARRANGEMENT



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0002 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P05 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0051



A6

ARTICULATED HGV INGRESS



A6

LIGHT VEHICLE INGRESS



A6

ARTICULATED HGV EGRESS



A6

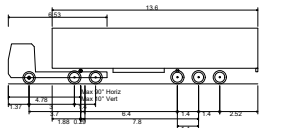
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

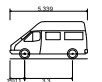
KEY

|  |                                        |
|--|----------------------------------------|
|  | EXISTING ARRANGEMENT                   |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |
|  | MORGAN AND MORECAMBE ORDER LIMITS      |
|  | INDICATIVE HIGHWAY BOUNDARY            |

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.986m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.336m  
Track Width 1.986m  
Lock to lock time 4.90s  
Kerb to Kerb Turning Radius 6.400m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

|     |          |                        |    |     |     |
|-----|----------|------------------------|----|-----|-----|
| P02 | 15.05.25 | HIGHWAY BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION            | BY | CHK | APP |

REVISIONS

CLIENT

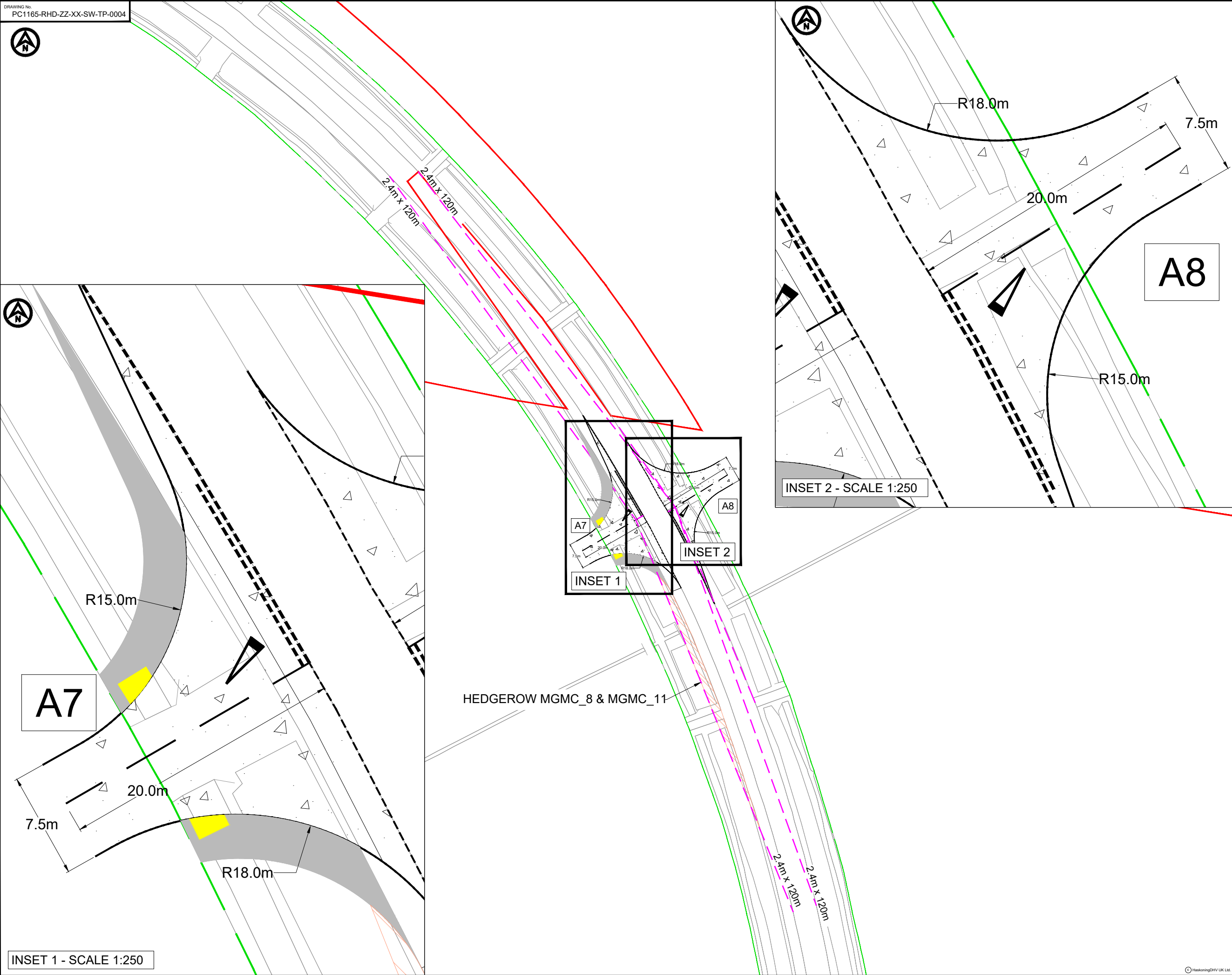
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A6  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0051 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



**NOTES**

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 5 of 19
7. Sign arrangement 680mm wide, required lateral clearance 450mm. Total width of 1130mm required for sign arrangement. Sign to be mounted at minimum of 1500mm.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY 2.4m x 120m
- PROPOSED NEW FOOTWAY FACILITY TO TIE INTO EXISTING NETWORK
- PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGEROWS MGMC\_8 & MGMC\_11 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN - MINIMUM OF 9m OF LAND BETWEEN HARD SURFACE AND HIGHWAY BOUNDARY (NOTE 7)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 15.05.23 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

|           |
|-----------|
| REVISIONS |
| CLIENT    |

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

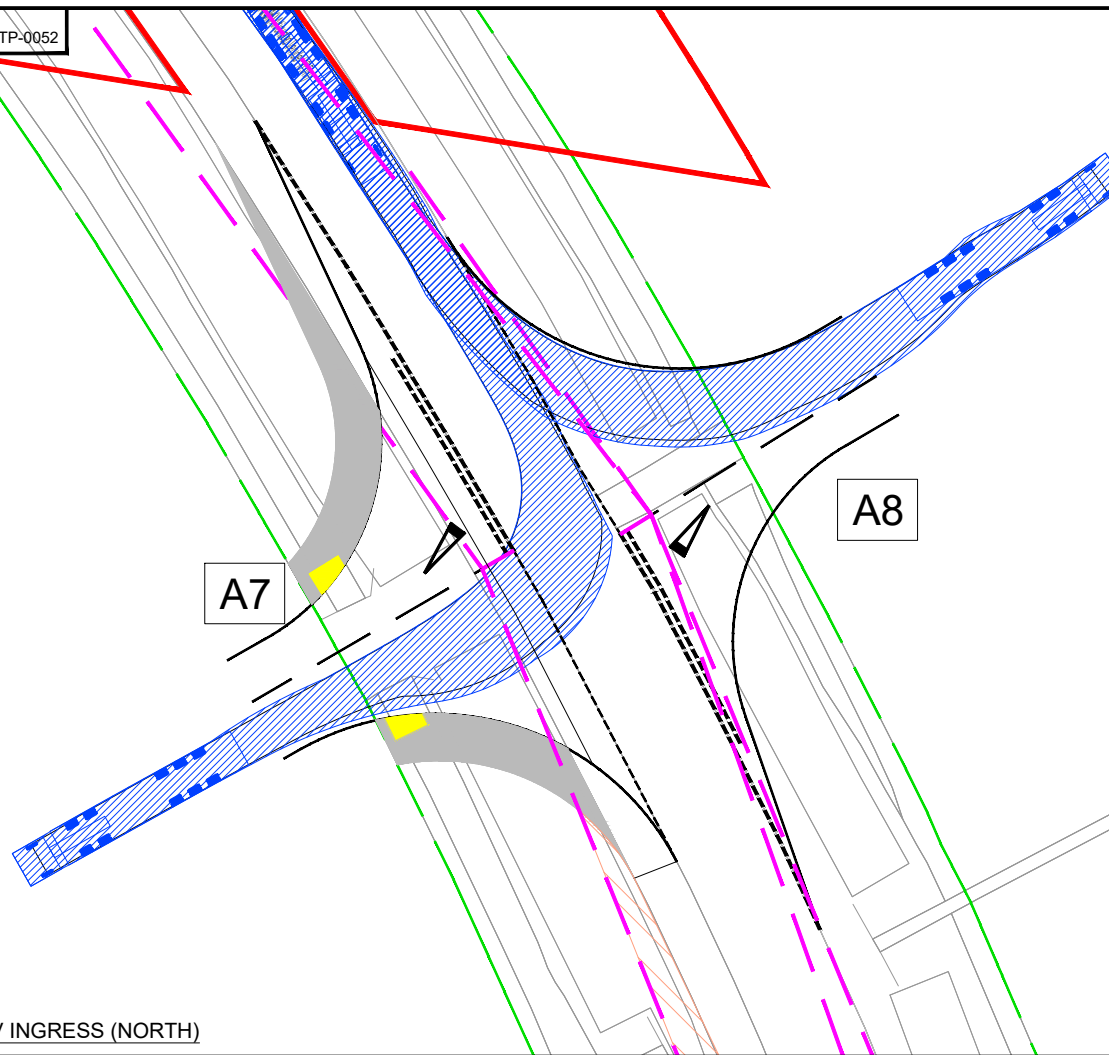
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A7 AND A8  
GENERAL ARRANGEMENT

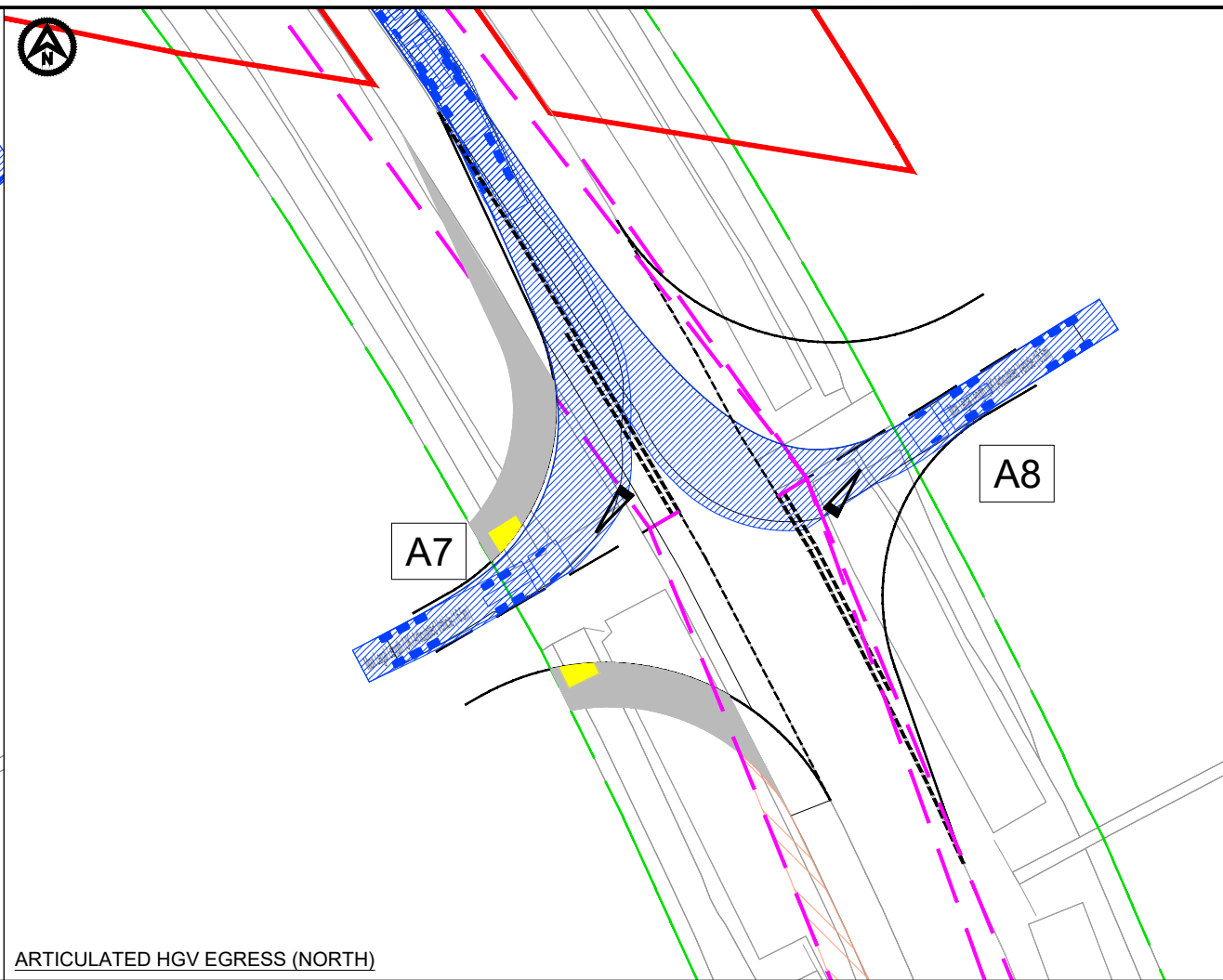


|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0004 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |

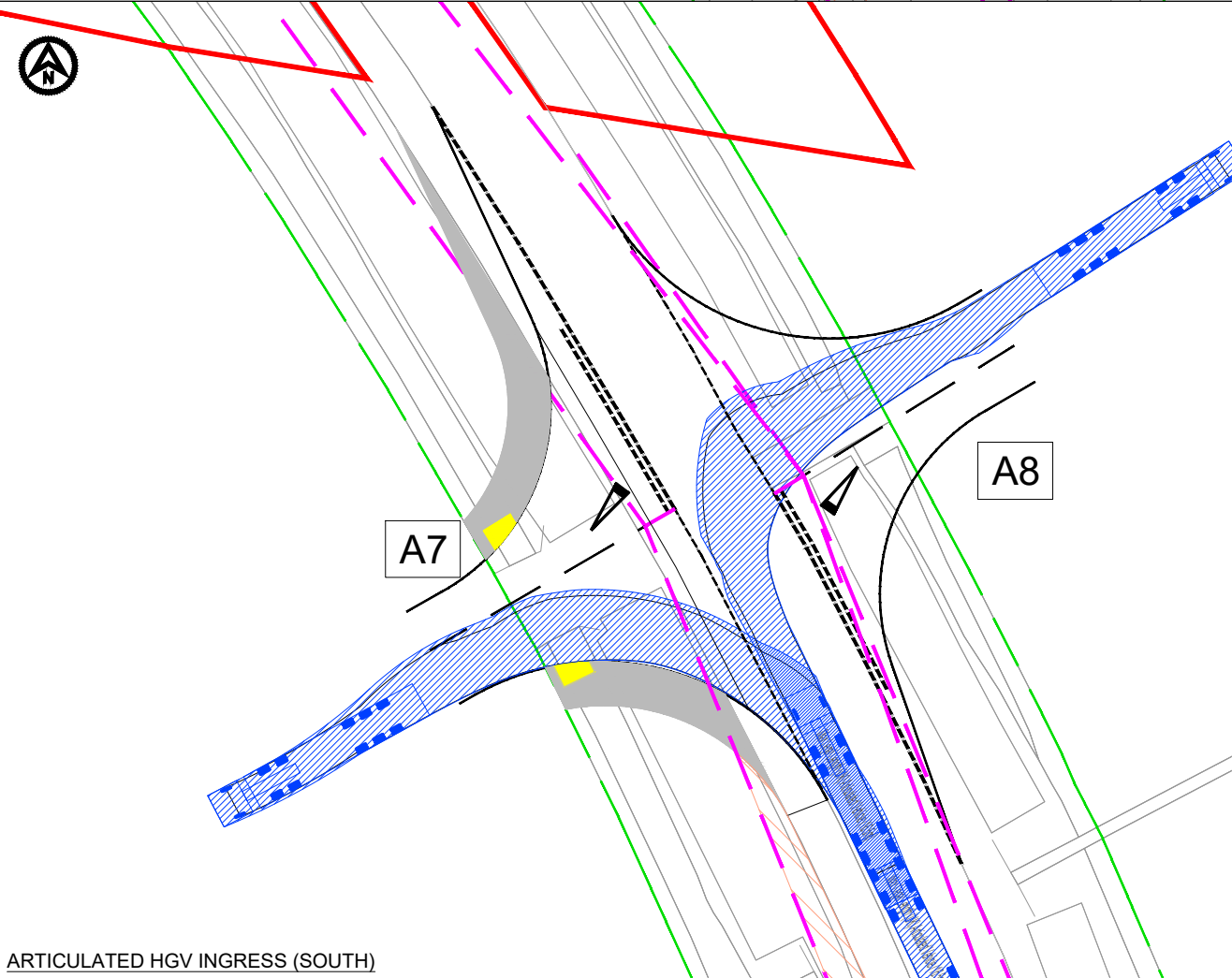
DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0052



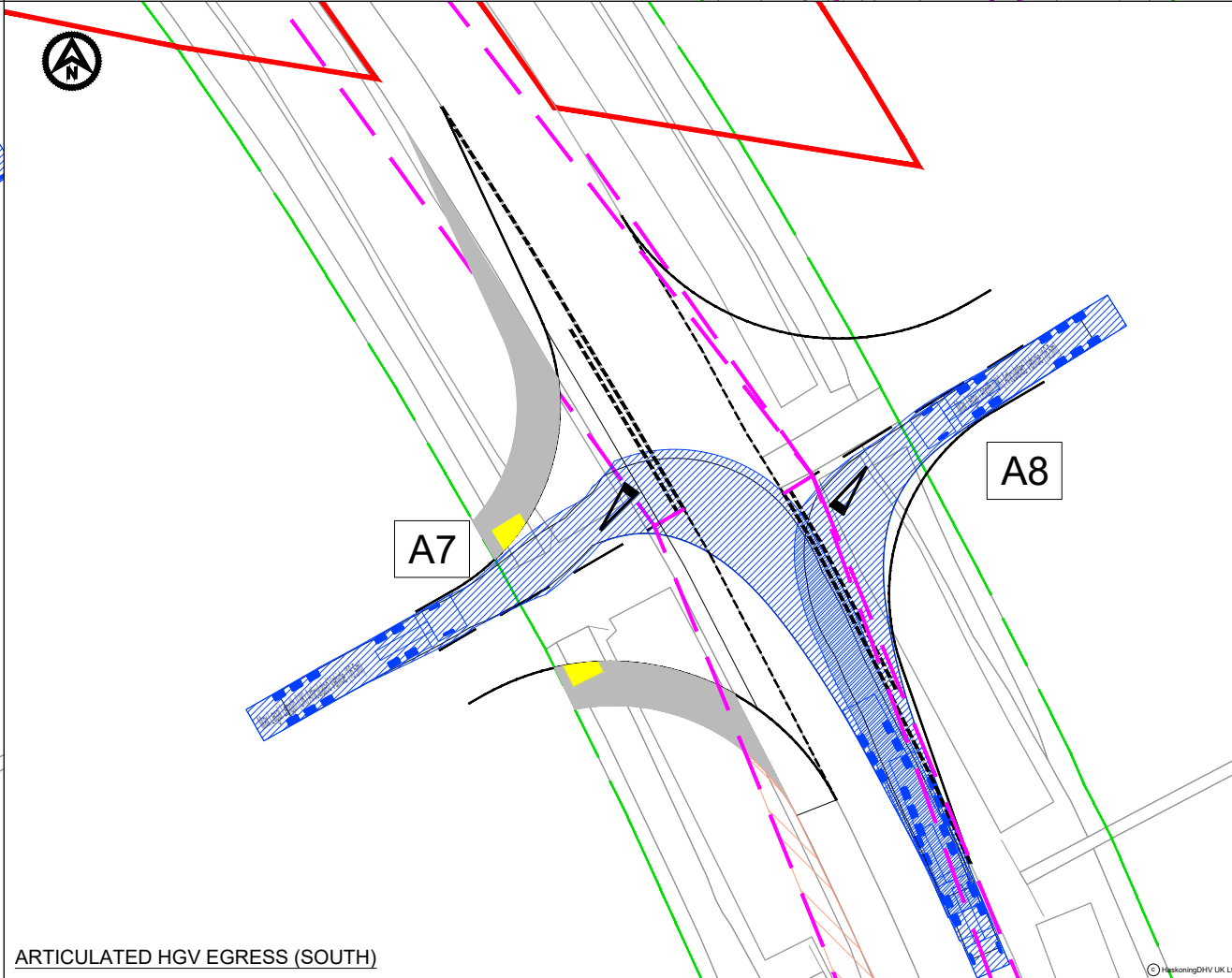
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



ARTICULATED HGV INGRESS (SOUTH)

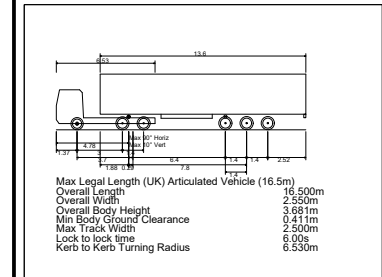


ARTICULATED HGV EGRESS (SOUTH)

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

| KEY |                                          |
|-----|------------------------------------------|
|     | EXISTING ARRANGEMENT                     |
|     | MORGAN AND MORECAMBE ORDER LIMITS        |
|     | INDICATIVE HIGHWAY BOUNDARY              |
|     | PROPOSED NEW FOOTWAY                     |
|     | PROPOSED NEW UNCONTROLLED TACTILE PAVING |

VEHICLE TRACKING



|  |                                        |
|--|----------------------------------------|
|  | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
|  | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE       | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

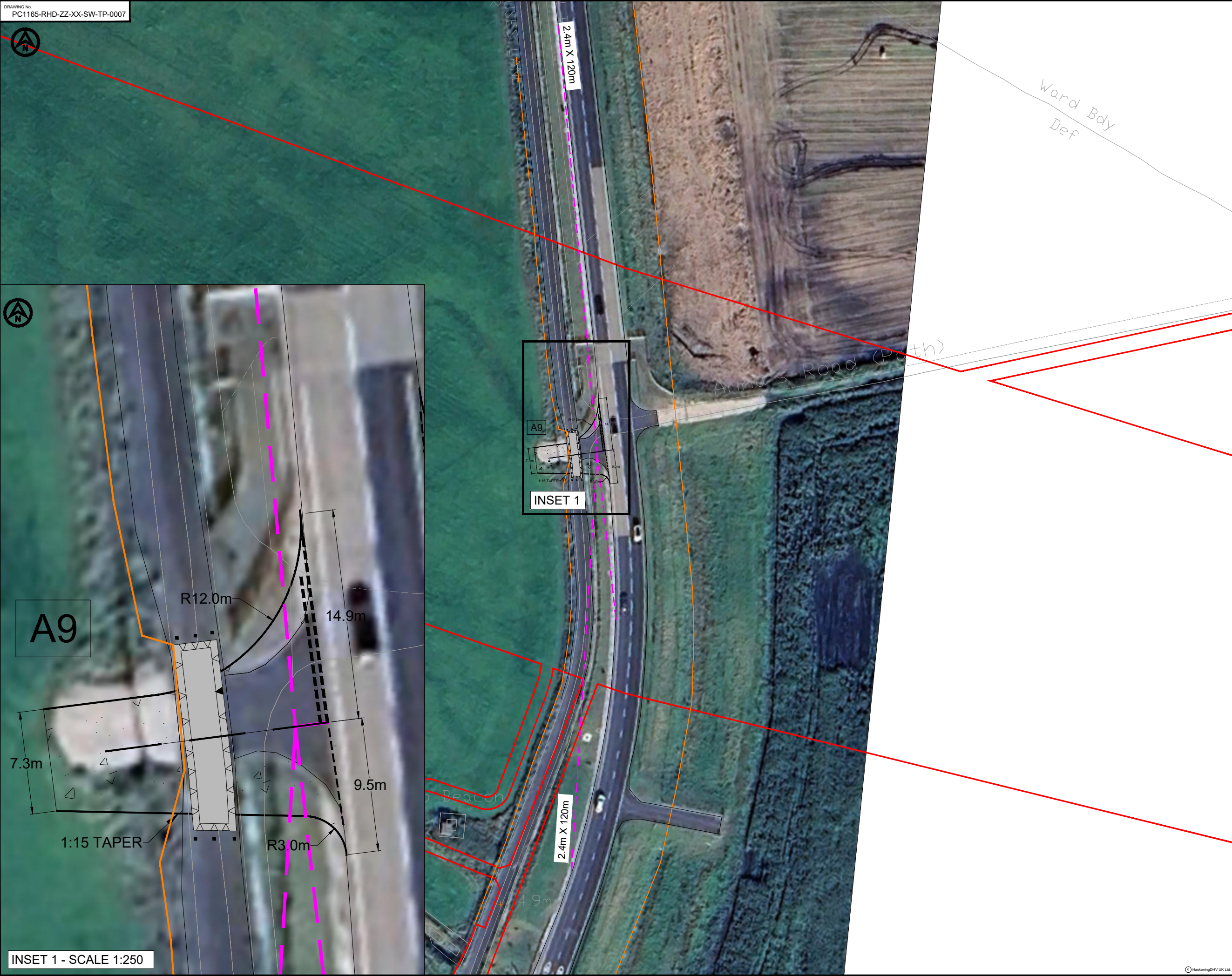
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A7 AND A8 SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0052 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0007



**NOTES**

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Proposed access to utilise existing agricultural access.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- ASSUMED HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY 2.4m x 120m
- PROPOSED NON-MOTORISED USERS (NMU) RAISED TABLE INTERFACE.
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- BOLLARDS TO BE INSTALLED/ RETAINED AT INTERSECTION BETWEEN ACCESS AND NMU FACILITY

|     |          |                                           |    |     |     |
|-----|----------|-------------------------------------------|----|-----|-----|
| P03 | 24.08.25 | ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED | KP | SKT | SKT |
| P02 | 16.06.25 | ACCESS 9b ADDED                           | KP | SKT | SKT |
| P01 | 15.05.25 | FIRST ISSUE                               | KP | SKT | SKT |

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|-----|------|-------------|----|-----|-----|
|-----|------|-------------|----|-----|-----|

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A9  
GENERAL ARRANGEMENT

  
Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel: +44(0)1932 559595  
www.royalhaskoningdhv.com

|                |                             |             |        |              |          |
|----------------|-----------------------------|-------------|--------|--------------|----------|
| DRAWN          | KP                          | CHECKED     | SKT    | APPROVED     | SKT      |
| DATE           | 15.05.25                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |          |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0007 |             |        |              | REVISION |
| CLIENT DWG No. |                             |             |        |              | P03      |

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A9

ARTICULATED HGV INGRESS (NORTH)



A9

ARTICULATED HGV EGRESS (NORTH)



A9

LIGHT VEHICLE INGRESS



A9

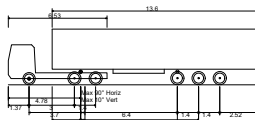
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|  |                                                     |
|--|-----------------------------------------------------|
|  | EXISTING ARRANGEMENT                                |
|  | MORGAN AND MORECAMBE ORDER LIMITS                   |
|  | ASSUMED HIGHWAY BOUNDARY                            |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS              |
|  | PROPOSED NON-MOTORISED USERS RAISED TABLE INTERFACE |

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.550m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.986m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.986m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)  
 VEHICLE CHASSIS SWEEP PATH

|     |          |                                           |    |     |     |
|-----|----------|-------------------------------------------|----|-----|-----|
| P03 | 24.08.25 | ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED | KP | SKT | SKT |
| P02 | 12.06.25 | ACCESS 9b ADDED                           | KP | SKT | SKT |
| P01 | 15.05.25 | FIRST ISSUE                               | KP | SKT | SKT |
| REV | DATE     | DESCRIPTION                               | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A9  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | KP                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 15.05.2025                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0008 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P03 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 6 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m, distance between carriageway edge and DCO boundary - 1.79m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MG\_2, MGMC\_17, MC\_3, MGMC\_16 & MG\_3 TO BE REMOVED WITHIN VISIBILITY SPPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| PM  | 24.08.23 | HEDGEROW MG_3 AMENDED, TS ADDED        | KP | SKT | SKT |
| P03 | 13.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

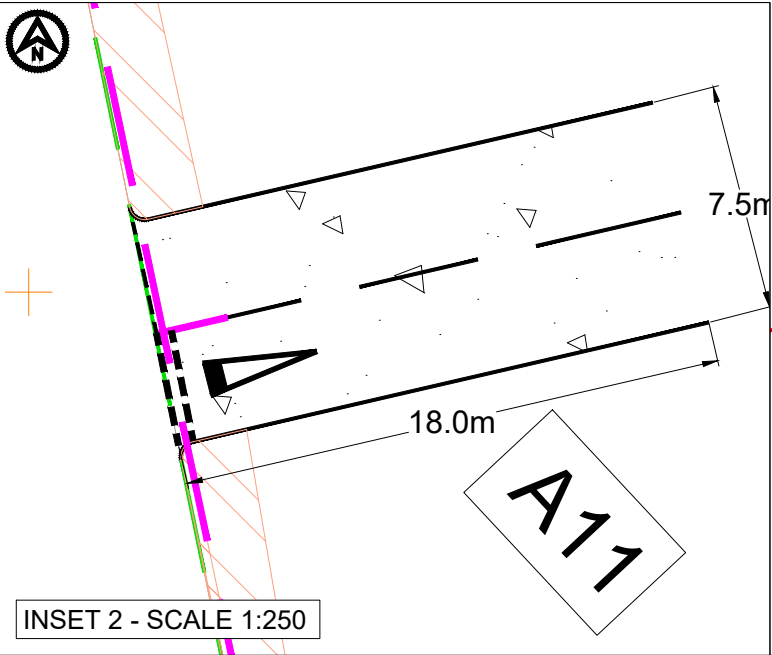
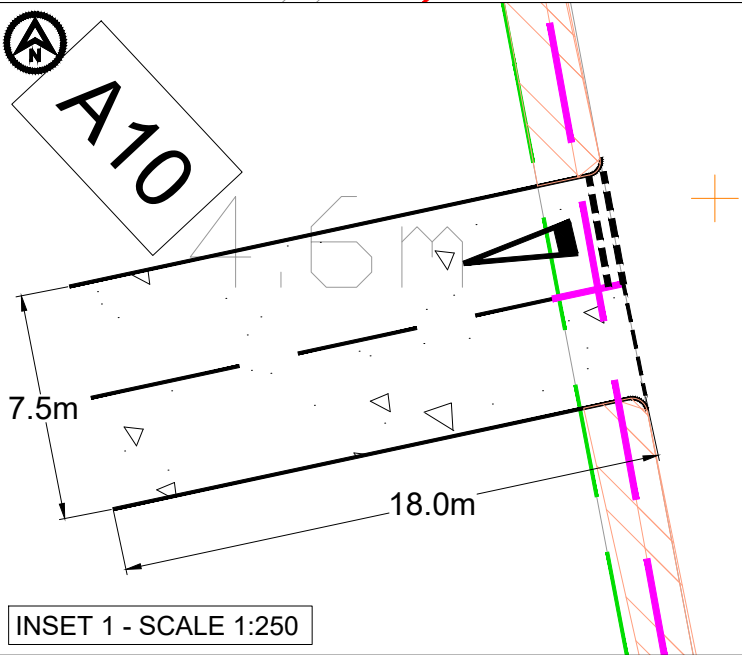
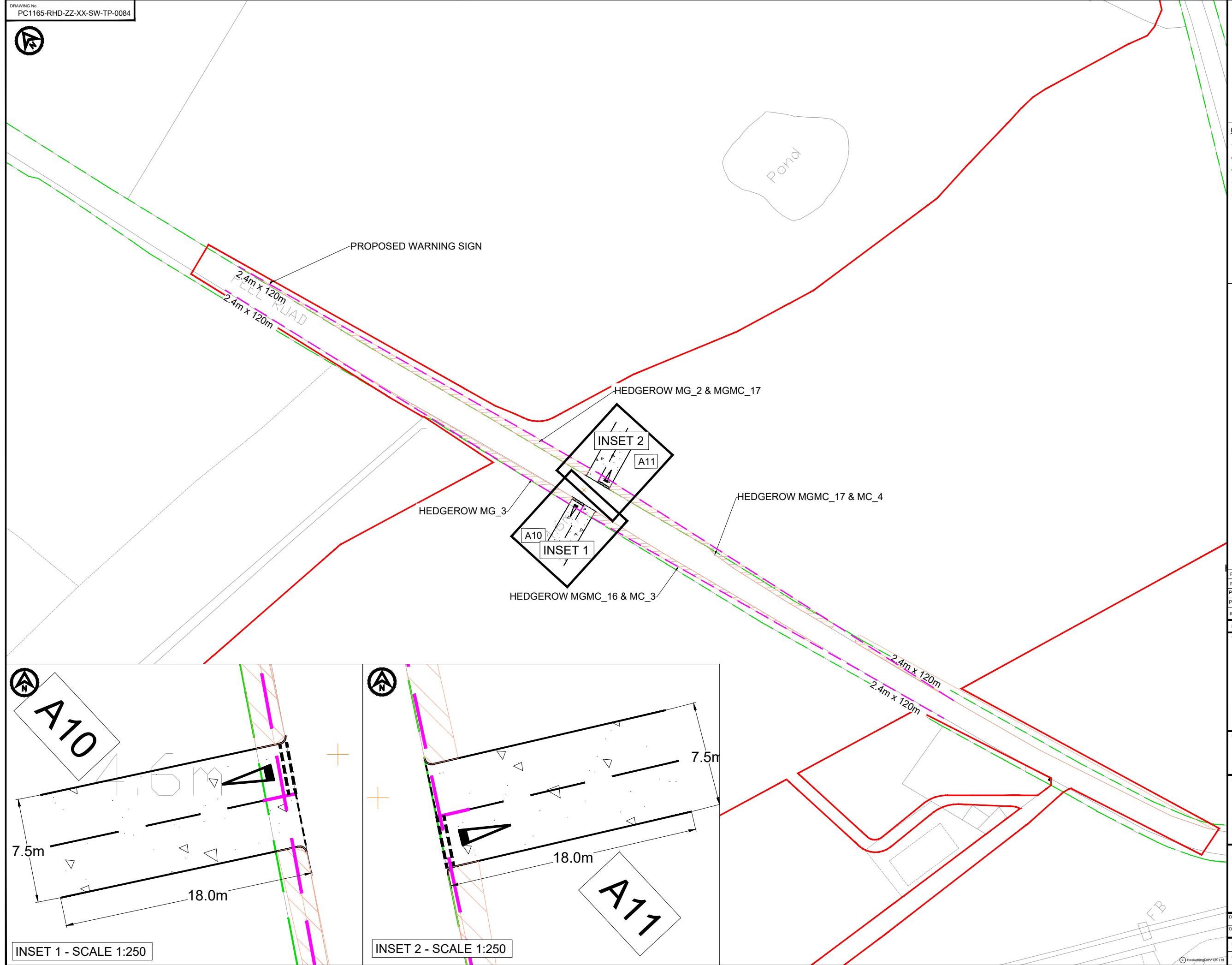
PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

ACCESS A10 AND A11  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0084 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0086



2.4m x 120m  
2.4m x 120m

4.6m

HEDGEROW MGMC\_17 & MC\_4

HEDGEROW MGMC\_16 & MC\_3

A13

INSET 2

HEDGEROW MC\_4

A12

INSET 1

HEDGEROW MC\_3

2.4m x 120m  
2.4m x 120m

PROPOSED WARNING SIGN



A12

7.5m

18.0m

INSET 1 - SCALE 1:250



A13

7.5m

18.0m

INSET 2 - SCALE 1:250

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 6 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Sign to be co mounted with existing hump warning sign.

- KEY
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEGROWS MGMC\_17, MC\_4, MC\_3, MGMC\_16 & MG\_3 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P04 | 23.08.23 | LAYOUT AMENDED, WARNING SIGNS ADDED    | KP | SKT | SKT |
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A12 AND A13 GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0086 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 6 of 19

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MG\_5, MGMC\_22, MC\_6, MC\_5, MG\_4 & MGMC\_19 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

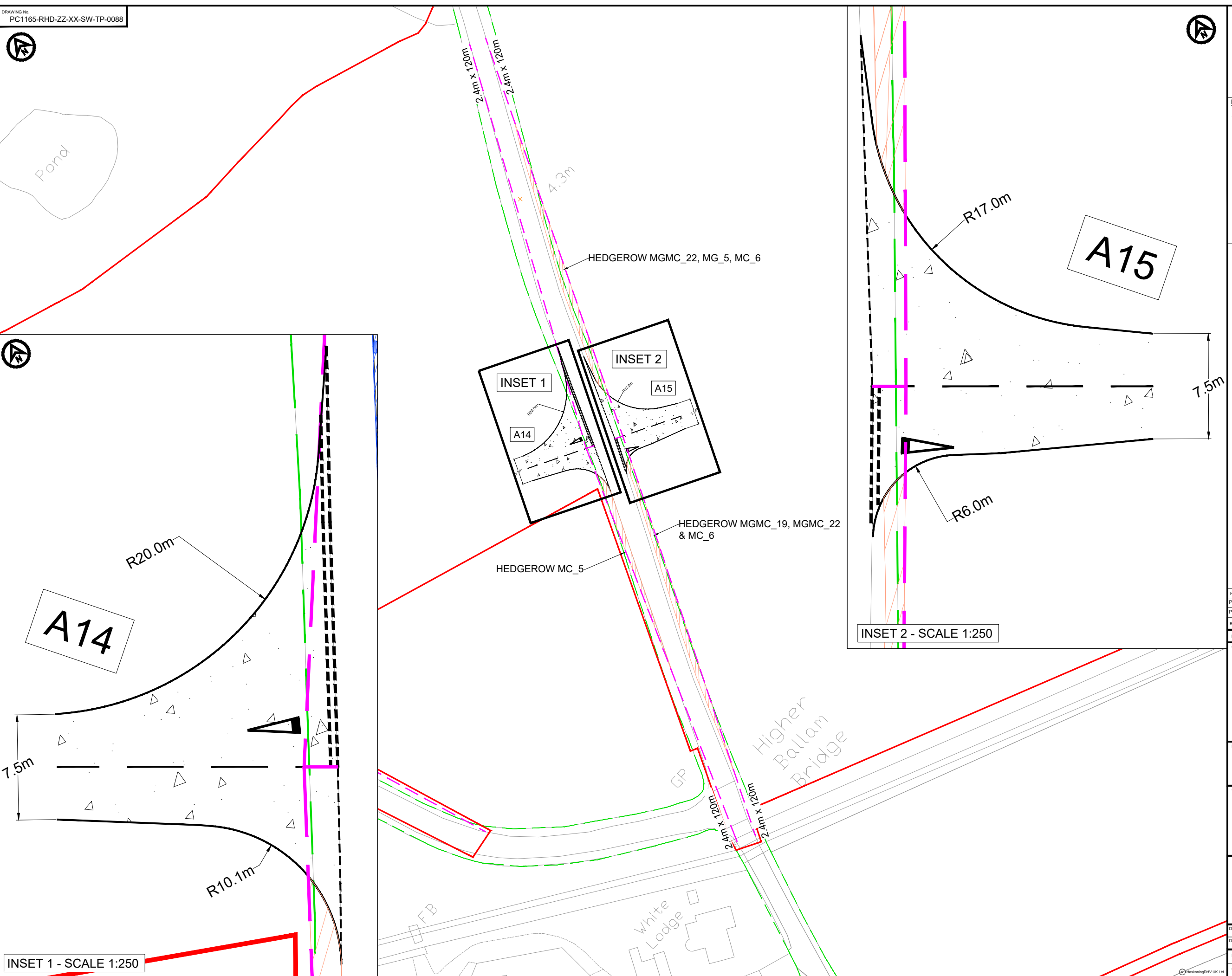
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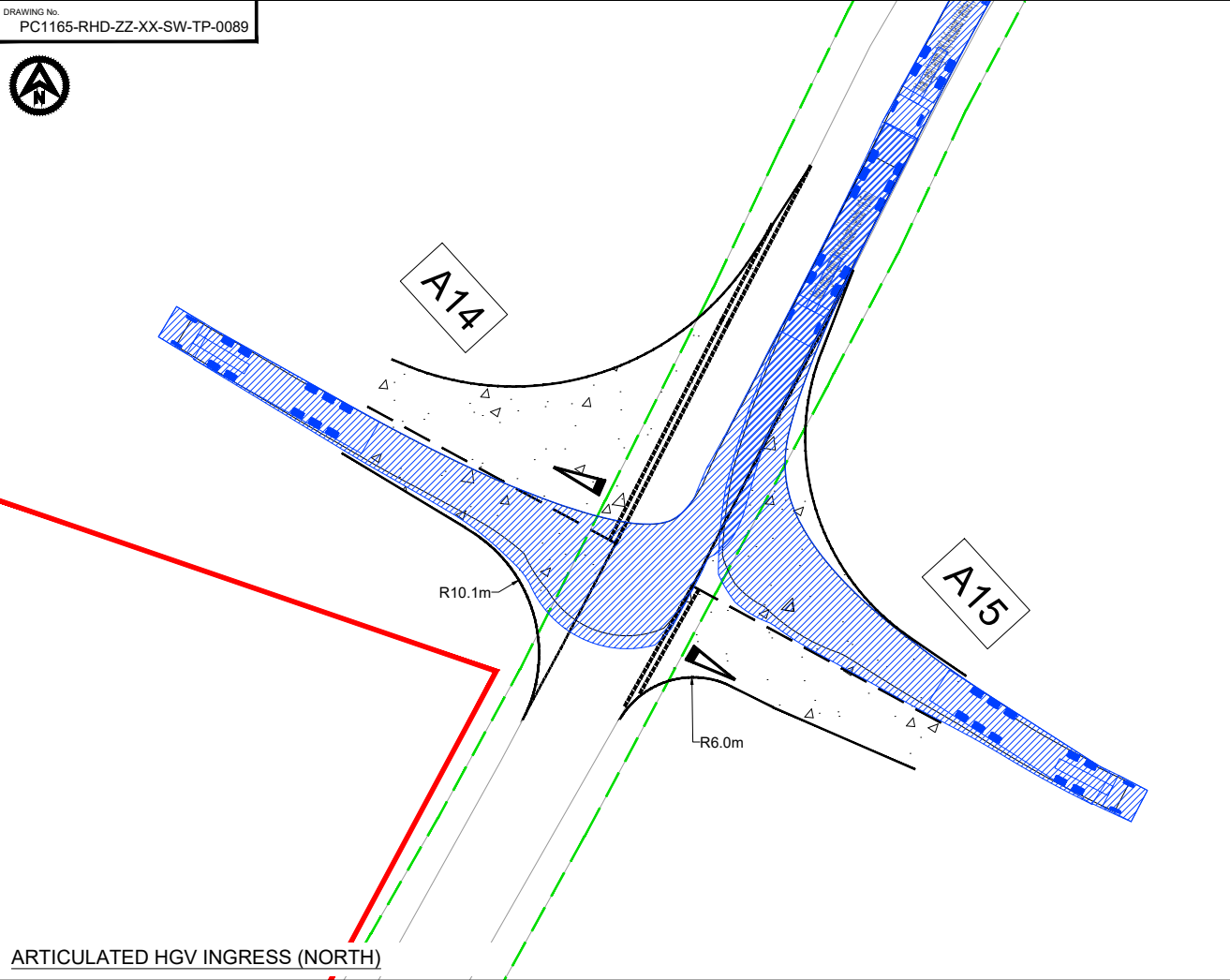
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A14 AND A15  
GENERAL ARRANGEMENT

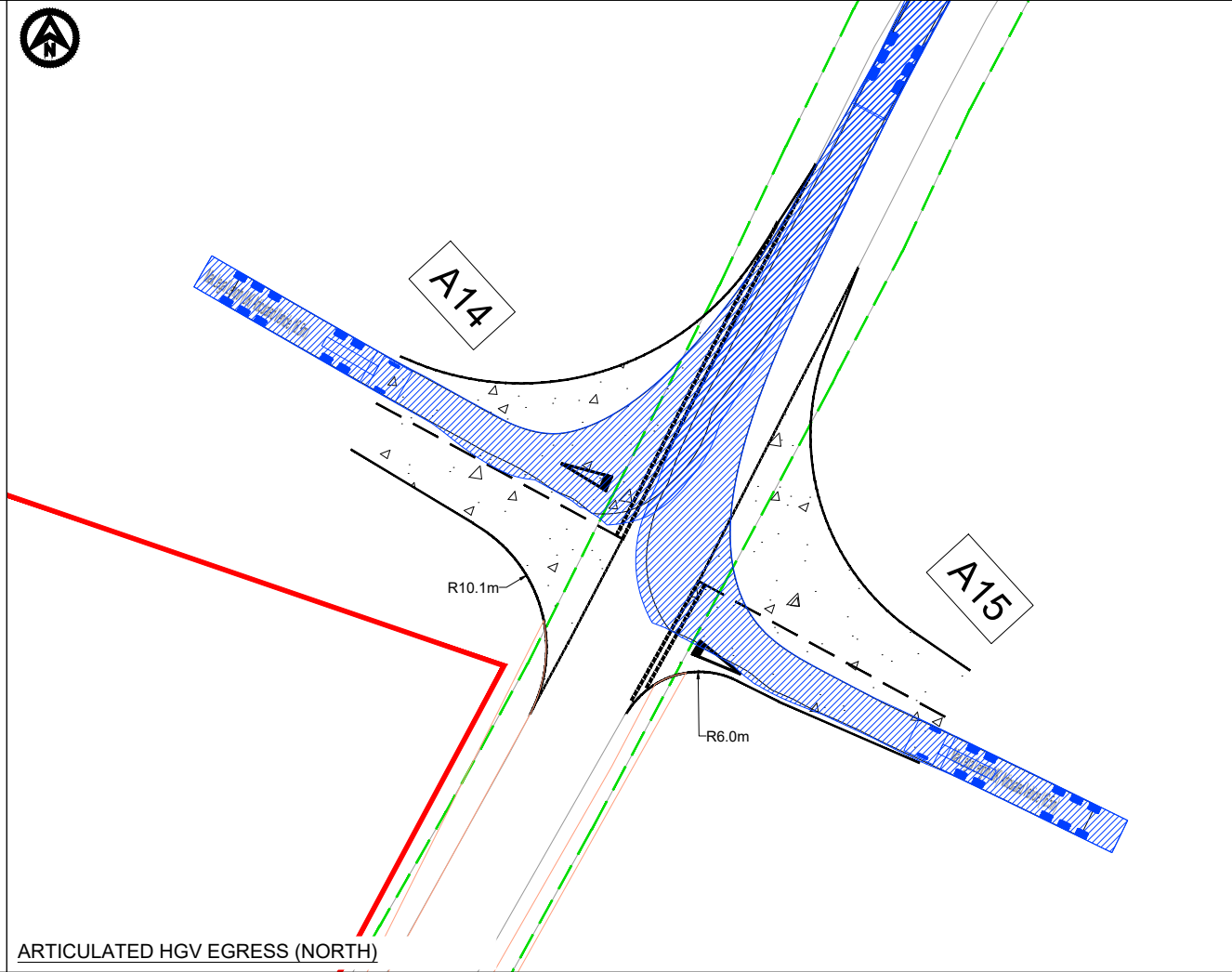


|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0088 | REVISION    |        |              | P03 |
| CLIENT DWG No. |                             |             |        |              |     |

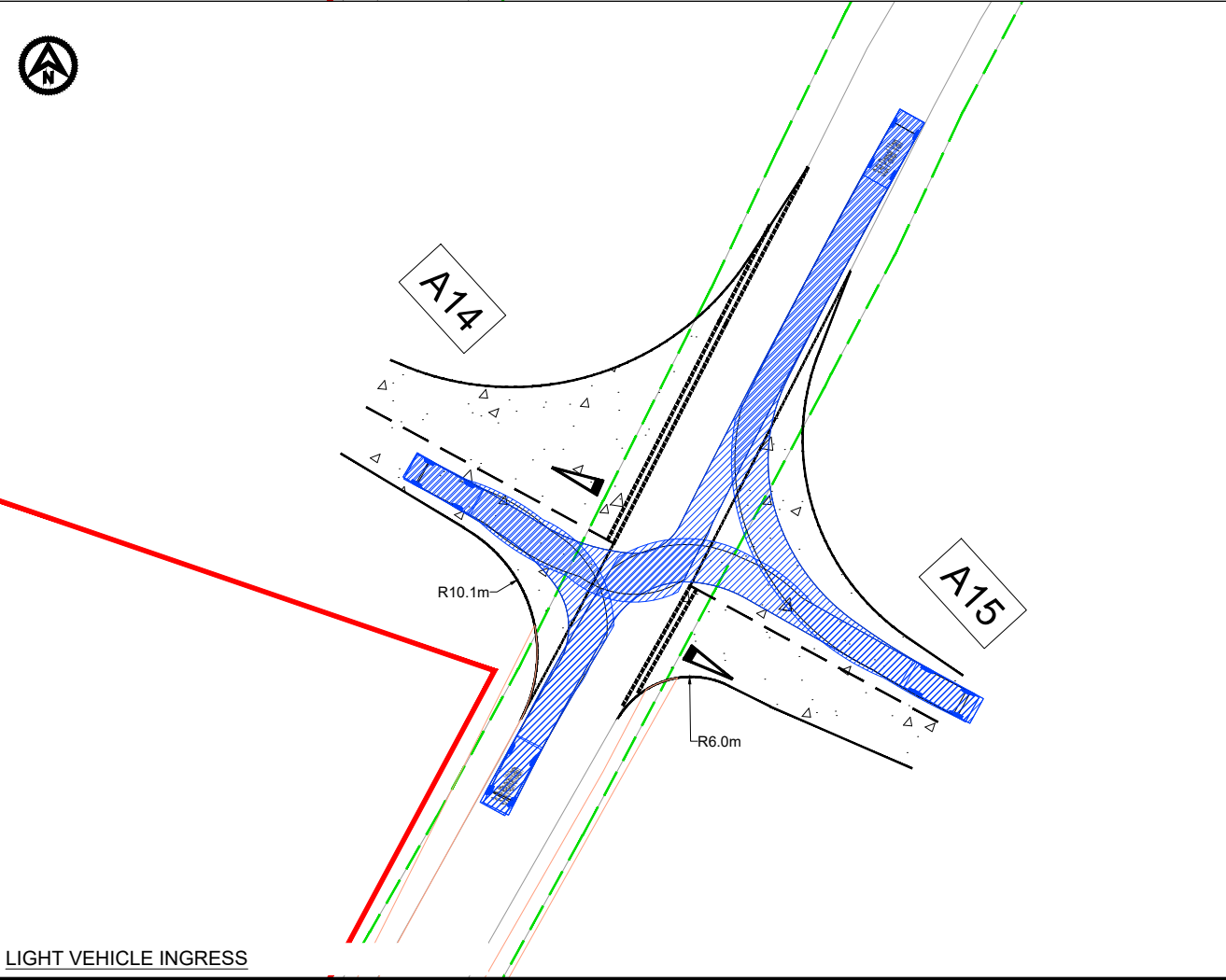




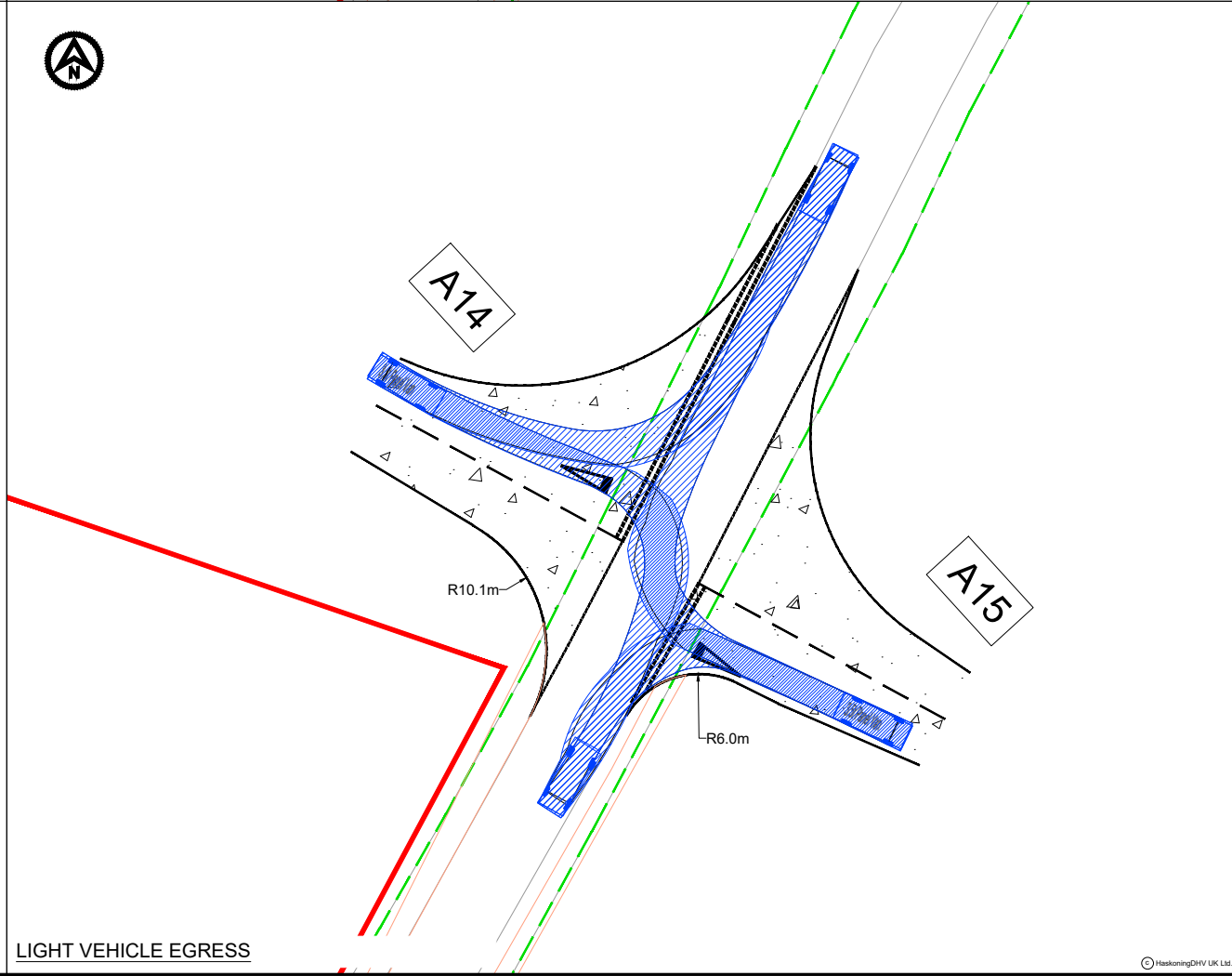
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |

VEHICLE TRACKING

|  |                                                                                                                                                                                                                                                                                   |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Max Legal Length (UK) Articulated Vehicle (16.5m)</p> <p>Overall Length 16.500m<br/>Overall Width 2.550m<br/>Overall Body Height 3.681m<br/>Min Body Ground Clearance 0.411m<br/>Max Track Width 2.500m<br/>Lock to lock time 6.50s<br/>Kerb to Kerb Turning Radius 6.530m</p> |
|  | <p>3.5t Panel Van</p> <p>Overall Length 5.339m<br/>Overall Width 1.996m<br/>Overall Body Height 2.565m<br/>Min Body Ground Clearance 0.338m<br/>Track Width 1.995m<br/>Lock to lock time 4.00s<br/>Kerb to Kerb Turning Radius 6.400m</p>                                         |

|  |                                        |
|--|----------------------------------------|
|  | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
|  | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

|        |
|--------|
| CLIENT |
|--------|

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A14 AND A15 SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0089 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0005



PROPOSED WARNING SIGN (NORTH)

HEDGEROW MGMC\_21

INSET 1

A16

HEDGEROW MGMC\_21 & MGMC\_23

2.4m x 160m

2.4m x 160m

PROPOSED WARNING SIGN (SOUTH)

#### NOTES

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 7 of 19
7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary:  
North - 2.15m  
South - Distance between carriageway edge to back of footway is measured on site at 1.9m

#### KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGEROW MGMC\_21 & MGMC\_23 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN (NOTE 7)

A16

TAPER 1:10

R15.0m

10.0m

20.0m

R6.0m

19.4m

12.2m

6.0m

INSET 1 - SCALE 1:250

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| PM  | 23.08.20 | WARNING SIGNS ADDED                    | KP | SKT | SKT |
| P03 | 15.05.21 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 12.01.24 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

#### REVISIONS

#### CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

#### PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

#### TITLE

ACCESS A16  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 12.01.2024                  | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0005 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0053



ARTICULATED HGV INGRESS



LIGHT VEHICLE INGRESS



ARTICULATED HGV EGRESS

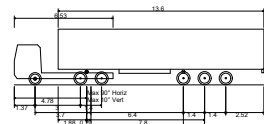


LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.500m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.50s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.996m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.996m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 12.01.24 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

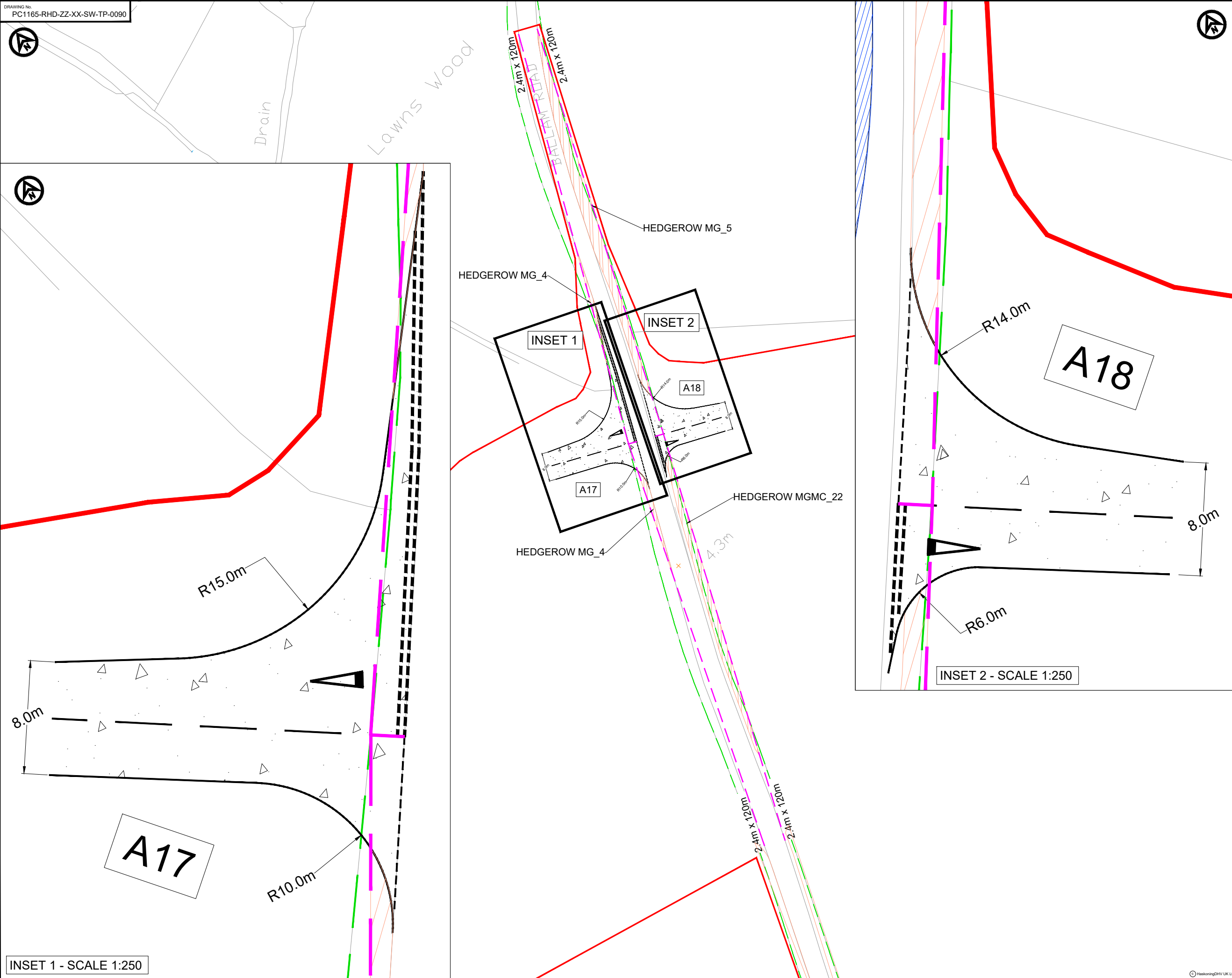
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

ACCESS A16  
SWEEP PATH ANALYSIS



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 12.01.2024                  | SCALE AT A3 | VARIES | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0053 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P02 |



- ## NOTES
1. Do not scale from this drawing; all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and any other material retained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185
- Topo and Hedgerow Plan Sheet 6 of 19

| KEY                                                                                 |                                                                                      |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|  | EXISTING ARRANGEMENT                                                                 |
|  | MORGAN AND MORECAMBE ORDER LIMITS                                                    |
|  | INDICATIVE HIGHWAY BOUNDARY                                                          |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                               |
|  | VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION                                       |
|  | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                               |
|  | AREA OF HEDGEGROWS M2M 22, MG 5, MG 4 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT \_\_\_\_\_

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

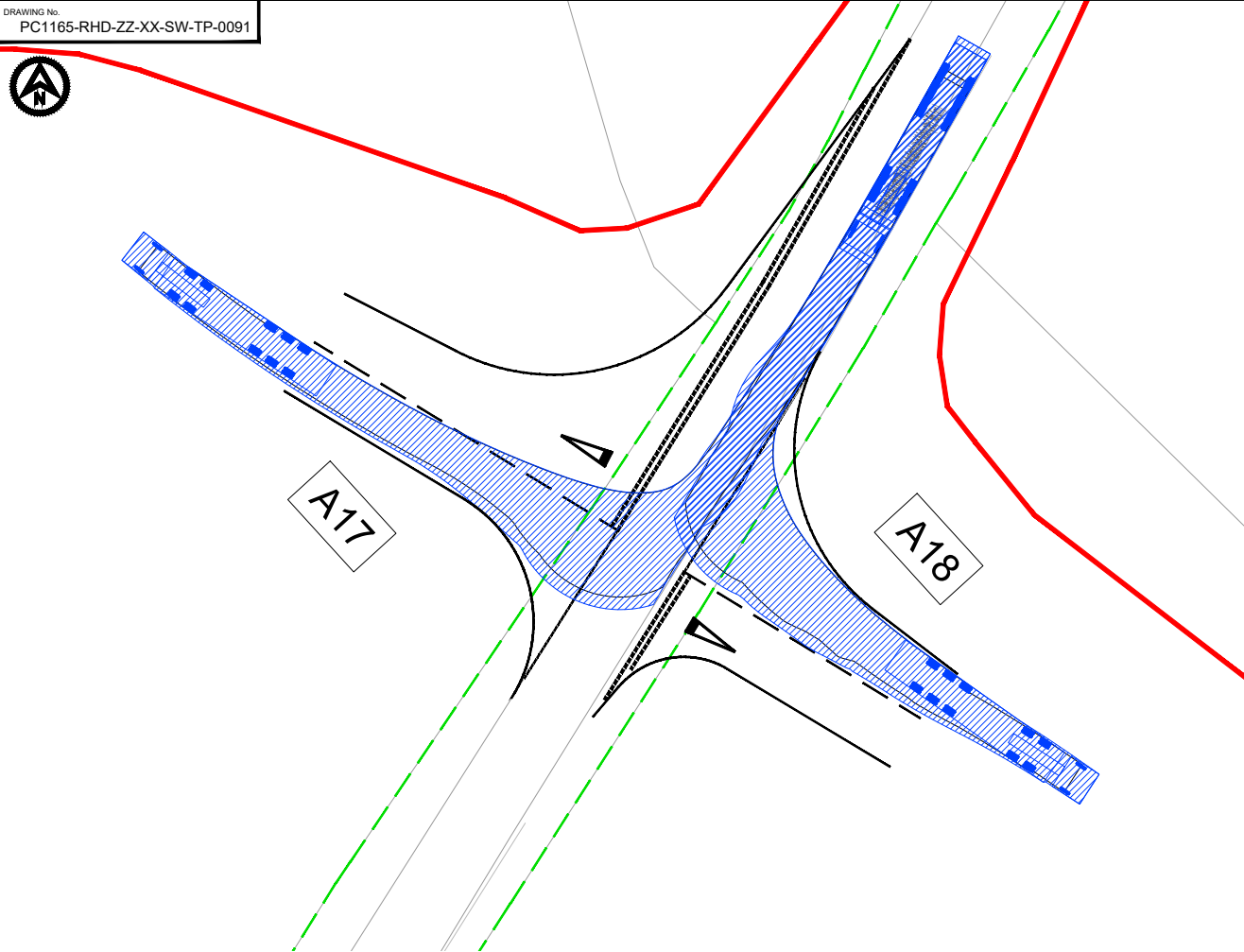
**MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS**

|       |  |
|-------|--|
| TITLE |  |
|-------|--|

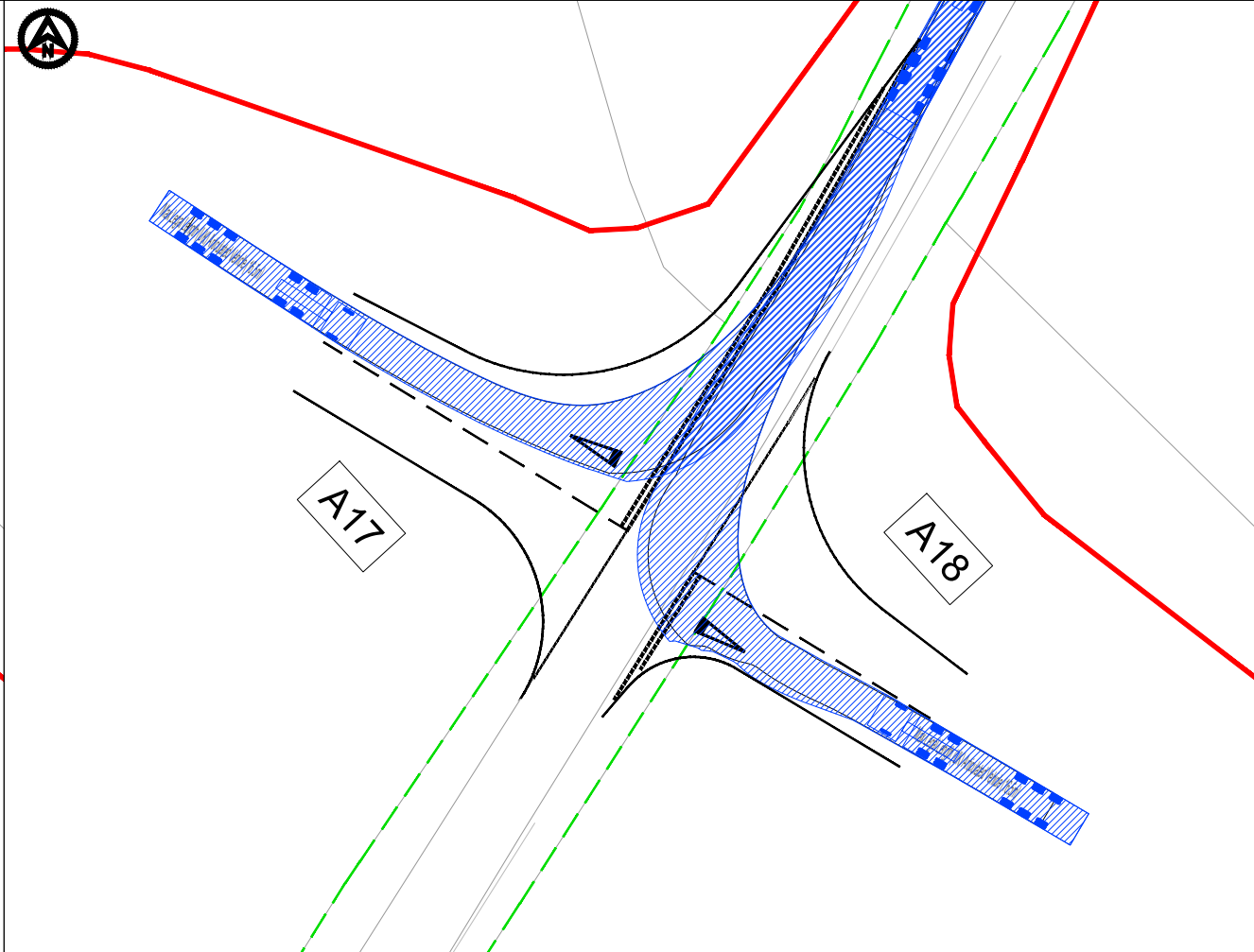
## ACCESS A17 AND A18 GENERAL ARRANGEMENT



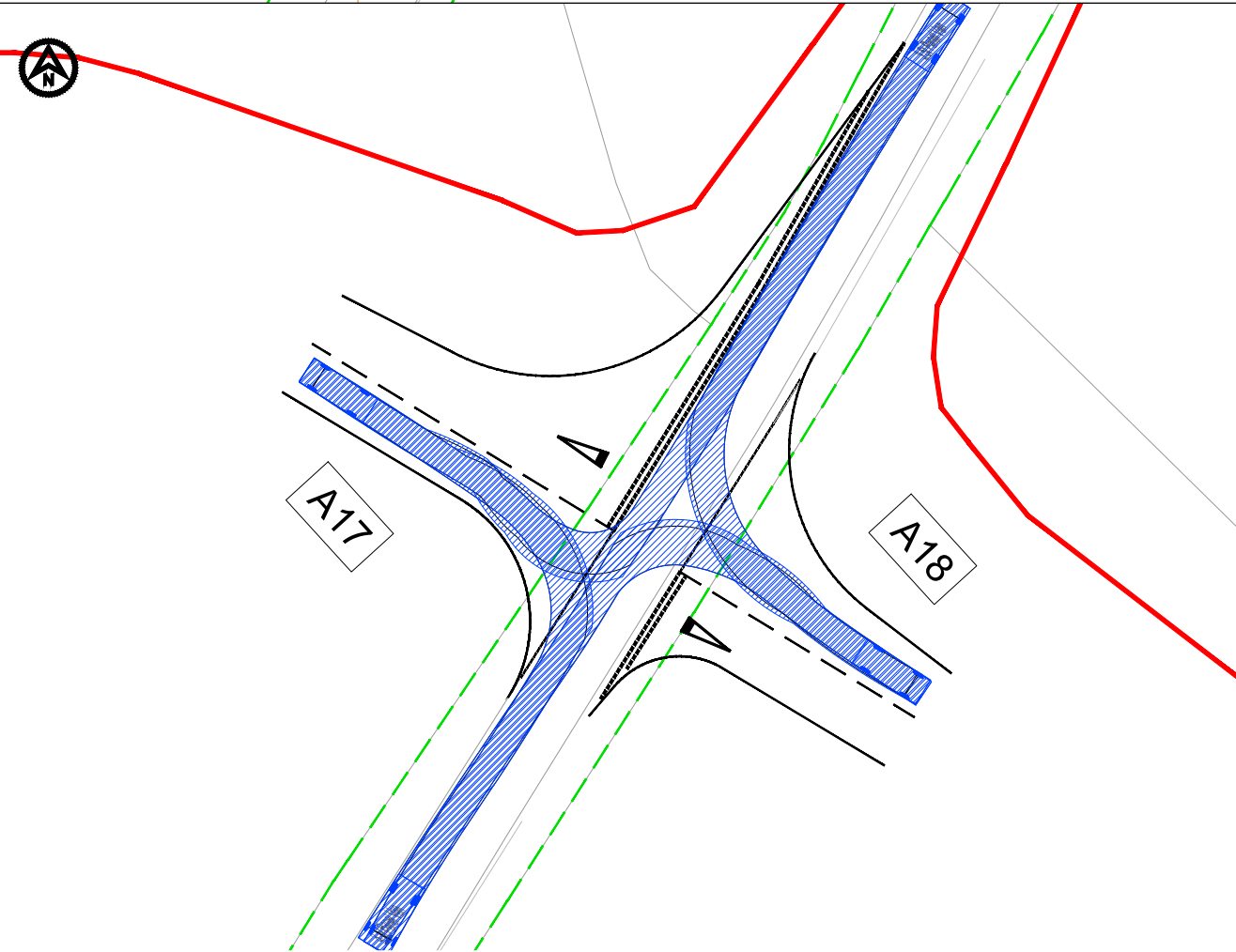
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|-----------------------------------------|-----------------------|----------------|-----------------|
| DRAWN<br>AA                             |                       | CHECKED<br>SKT | APPROVED<br>SKT |
| DATE<br>31.05.23                        | SCALE AT A3<br>1:1000 | AUTOCAD REF.   |                 |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0090 |                       |                | REVISION        |
| CLIENT DWG No.                          |                       |                | P03             |



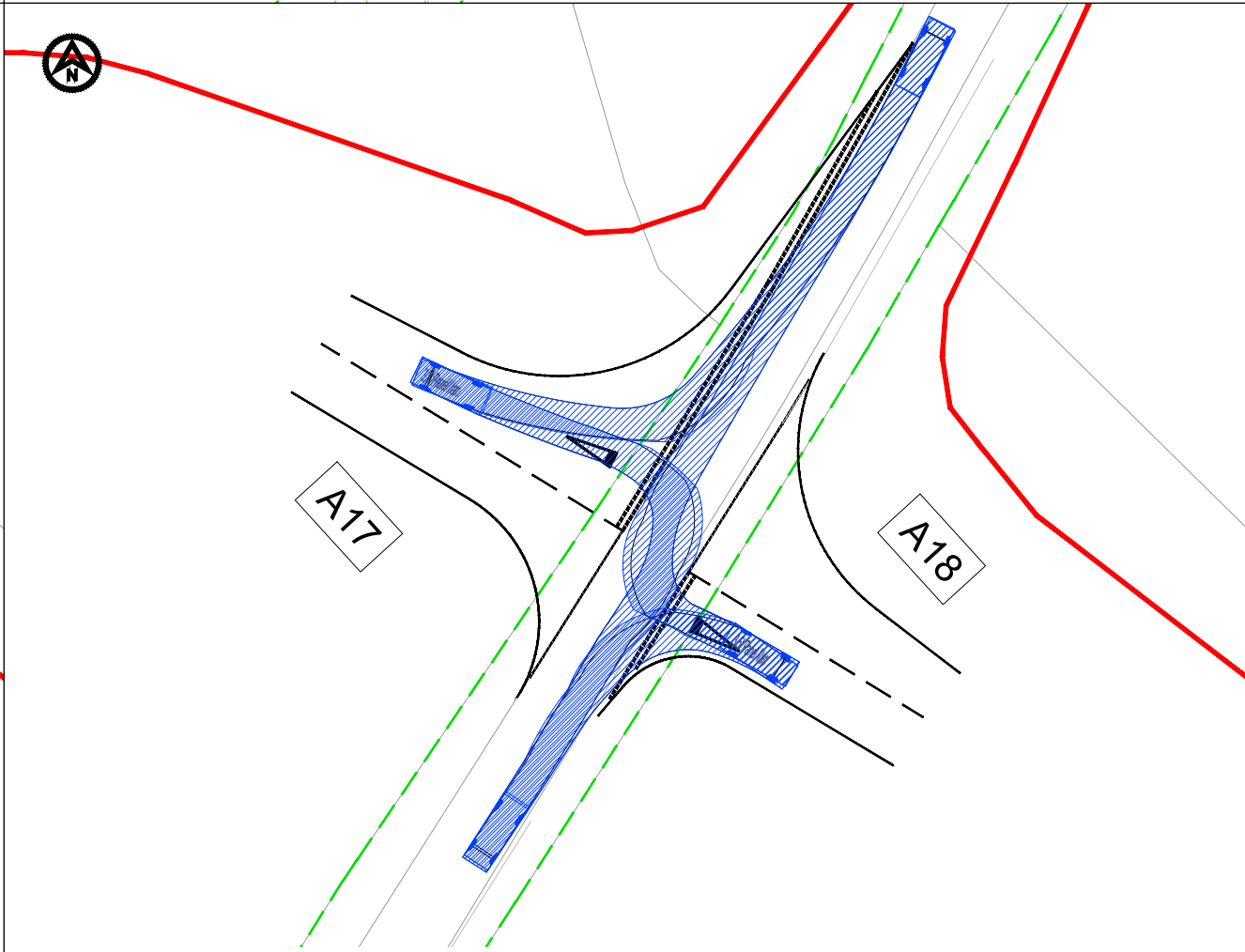
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



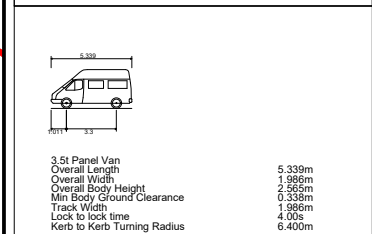
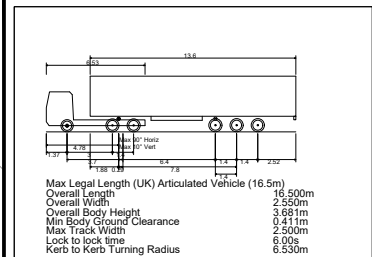
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

VEHICLE TRACKING



|   |                                        |
|---|----------------------------------------|
| — | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A17 AND A18 SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0091 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0006



2.4m x 160m

PROPOSED WARNING SIGN (NORTH)

HEDGEROW MGMC\_24

INSET 1

A19

HEDGEROW MGMC\_24

PROPOSED WARNING SIGN (SOUTH)

2.4m x 160m



8.3m

25.0m

R18.0m

R6.0m

22.8m

11.3m

6.0m

INSET 1 - SCALE 1:250

#### NOTES

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 7 of 19.
7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary:  
North - 2.19m  
South - Distance between carriageway edge and back of footway is measured on site at 1.6m

#### KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGEROW MGMC\_24 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P04 | 23.08.25 | WARNING SIGNS ADDED                    | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 12.01.24 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

#### REVISIONS

#### CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

#### PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

#### TITLE

ACCESS A19  
GENERAL ARRANGEMENT



|                |                             |             |        |              |          |
|----------------|-----------------------------|-------------|--------|--------------|----------|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT      |
| DATE           | 12.01.2024                  | SCALE AT A3 | 1:1000 | AUTOCAD REF. |          |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0006 |             |        |              | REVISION |
| CLIENT DWG No. |                             |             |        |              | P04      |



ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



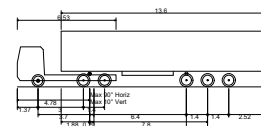
LIGHT VEHICLE EGRESS

- NOTES
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.50s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.996m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.996m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 12.01.24 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

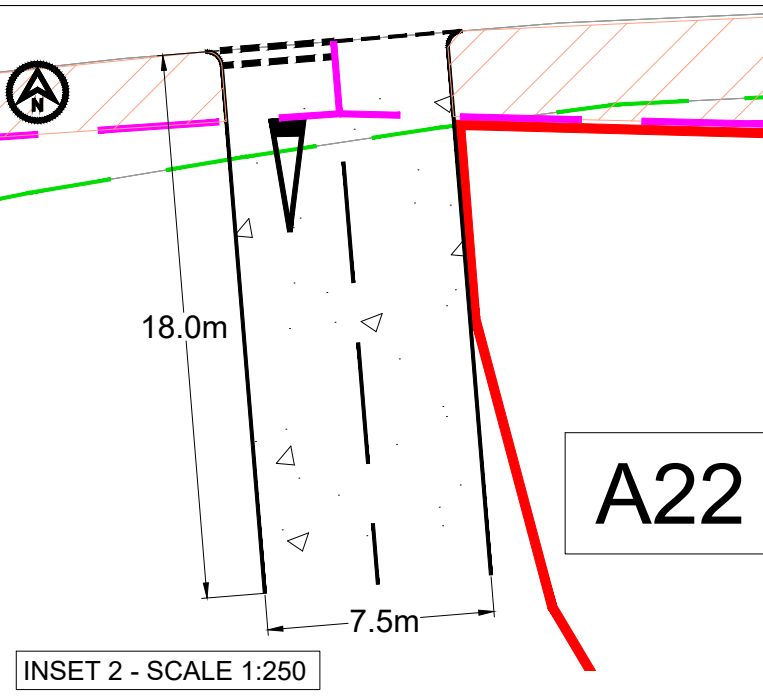
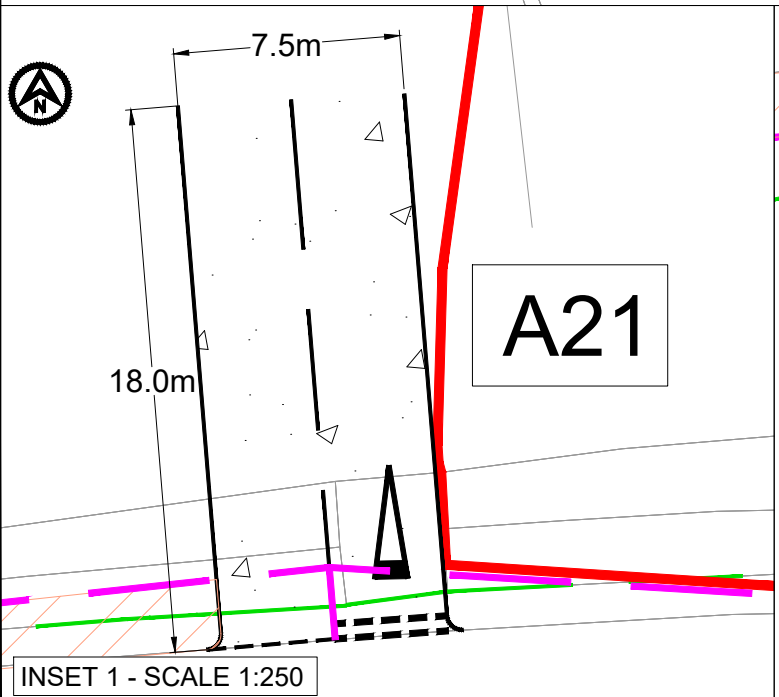
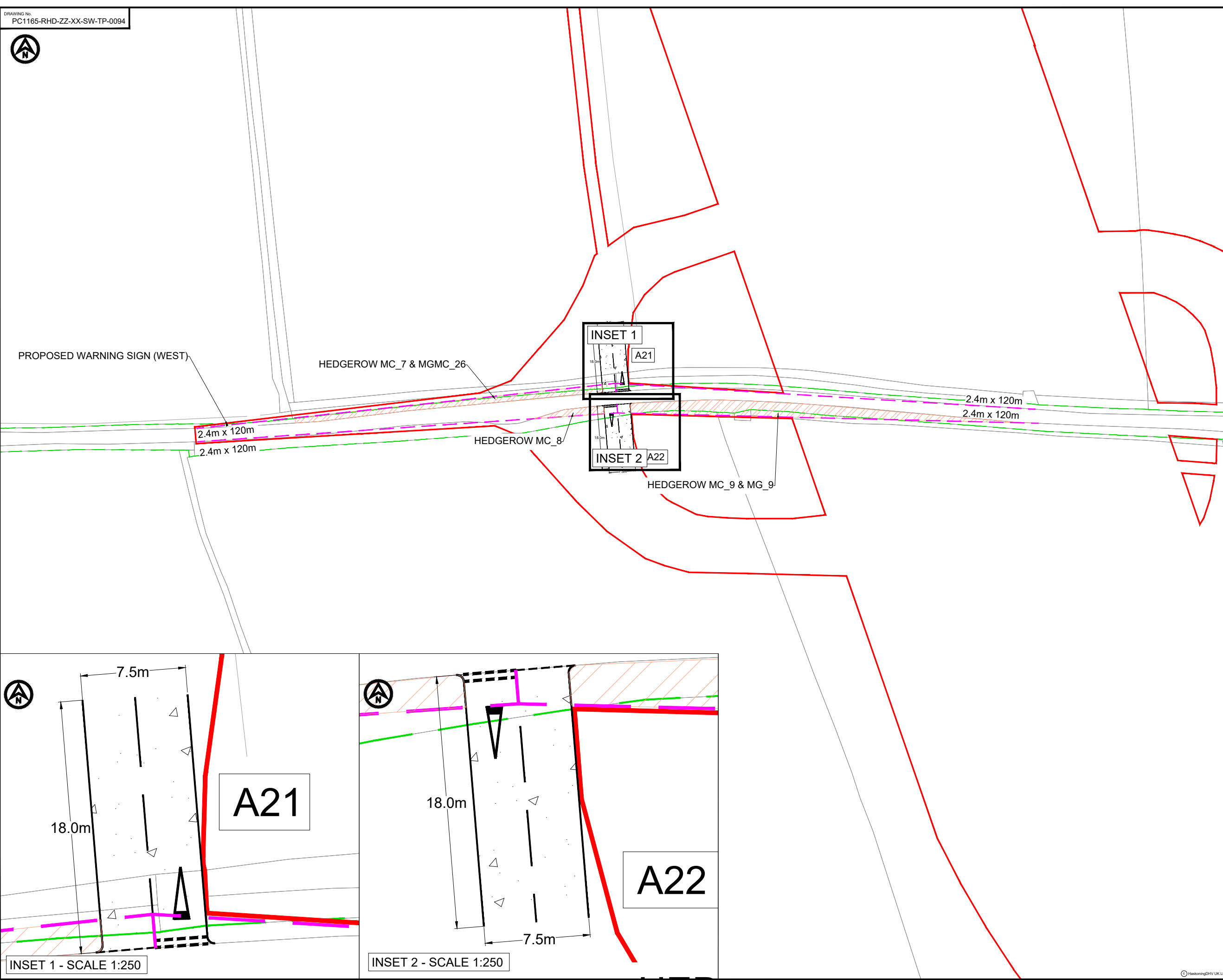
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

ACCESS A19  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 12.01.2024                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0054 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 8 of 19
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 1.34m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MC\_7, MGMC\_26, MC\_8, MC\_9 & MG\_9 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| PM  | 23.08.23 | WARNING SIGNS ADDED                    | KP | SKT | SKT |
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

CROSSING A21 AND A22 GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0094 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 8 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 3.35m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MC\_10, MGMC\_27, MG\_6, MG\_7, MG\_11, MGMC\_28 & MG\_10 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

PROPOSED WARNING SIGN (WEST)

HEDGEROW MC\_10, MGMC\_27 & MG\_6

A23

INSET 1

HEDGEROW MG\_6

2.4m x 120m

2.4m x 120m

HEDGEROW MC\_7

INSET 2

A24

HEDGEROW MG\_11, MGMC\_28 & MG\_10

2.4m x 120m

2.4m x 120m

PROPOSED WARNING SIGN (EAST)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P04 | 23.08.23 | WARNING SIGNS ADDED                    | KP | SKT | SKT |
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

CROSSING A23 AND A24  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 31.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0093 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



7.5m

18.1m

INSET 1 - SCALE 1:250



18.0m

7.5m

INSET 2 - SCALE 1:250

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0011



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 8 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 3.31m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER
  - PROPOSED NEW FOOTWAY
  - AREA OF HEDGEROWS MG\_13, MGMC\_30, MG\_13, MGMC\_30, MG\_14 & MGMC\_31 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                          |    |     |     |
|-----|----------|------------------------------------------|----|-----|-----|
| PM  | 24.08.23 | FOOTWAY AROUND A26 AMENDED, SIGNS ADDED  | KP | SKT | SKT |
| P03 | 13.05.23 | HW BOUNDARY AND HEDGEROW CLEARANCE ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS       | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                              | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                              | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

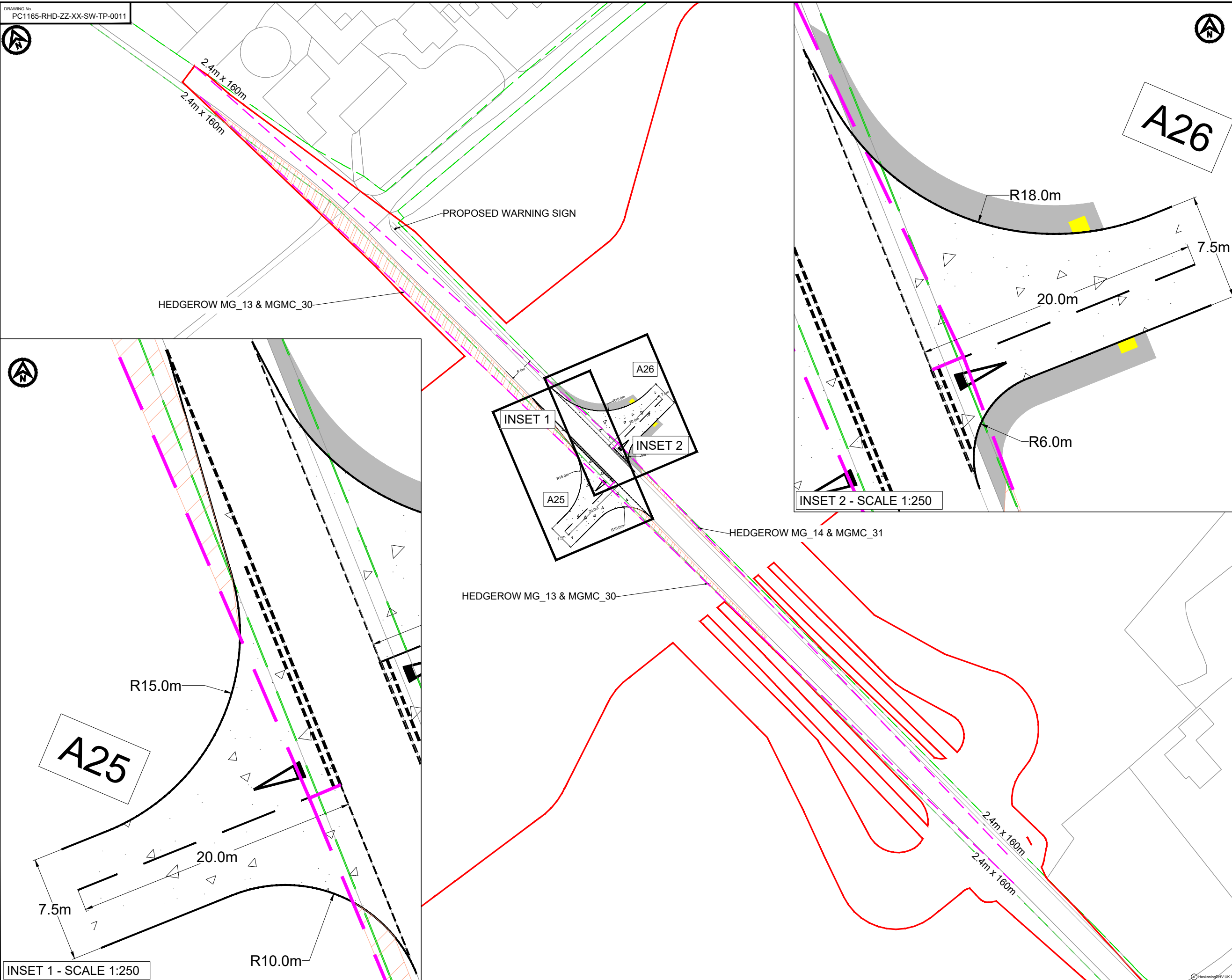
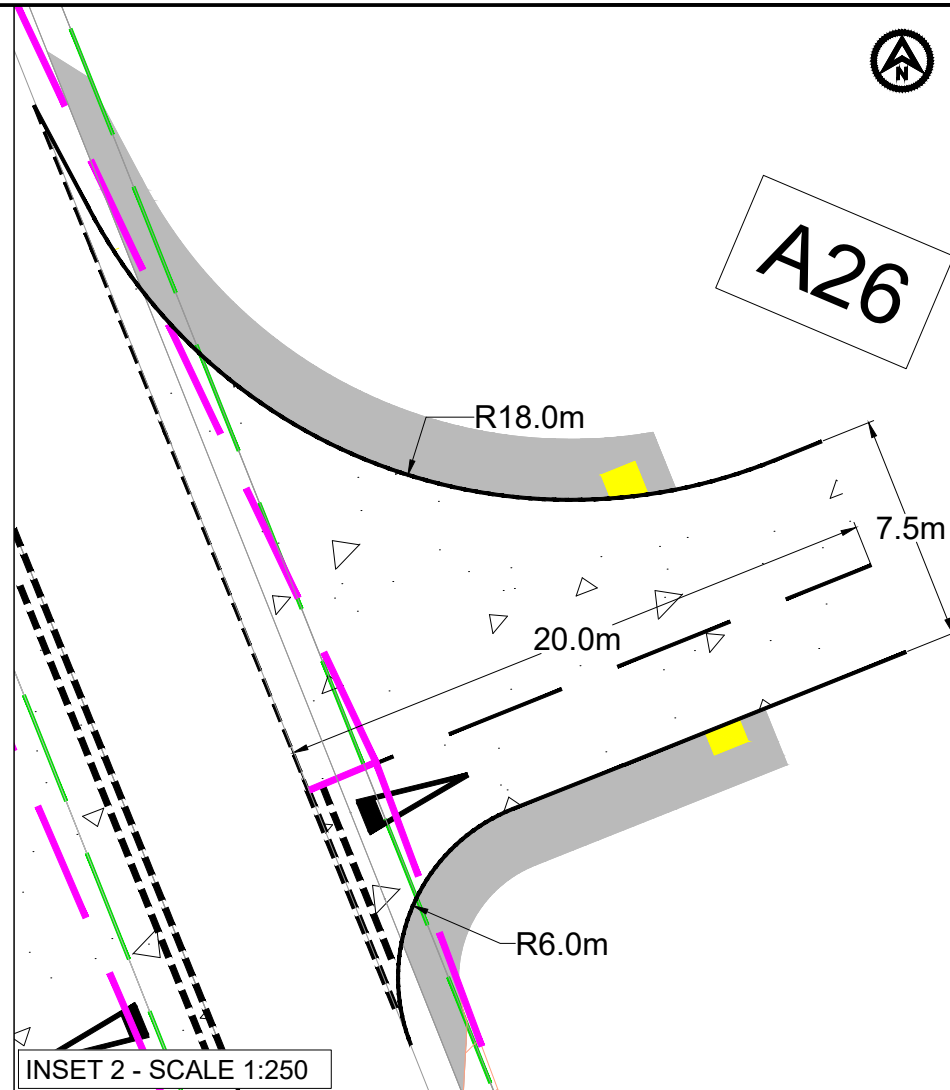
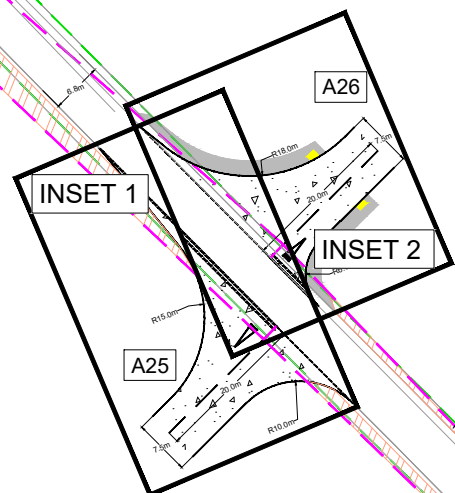
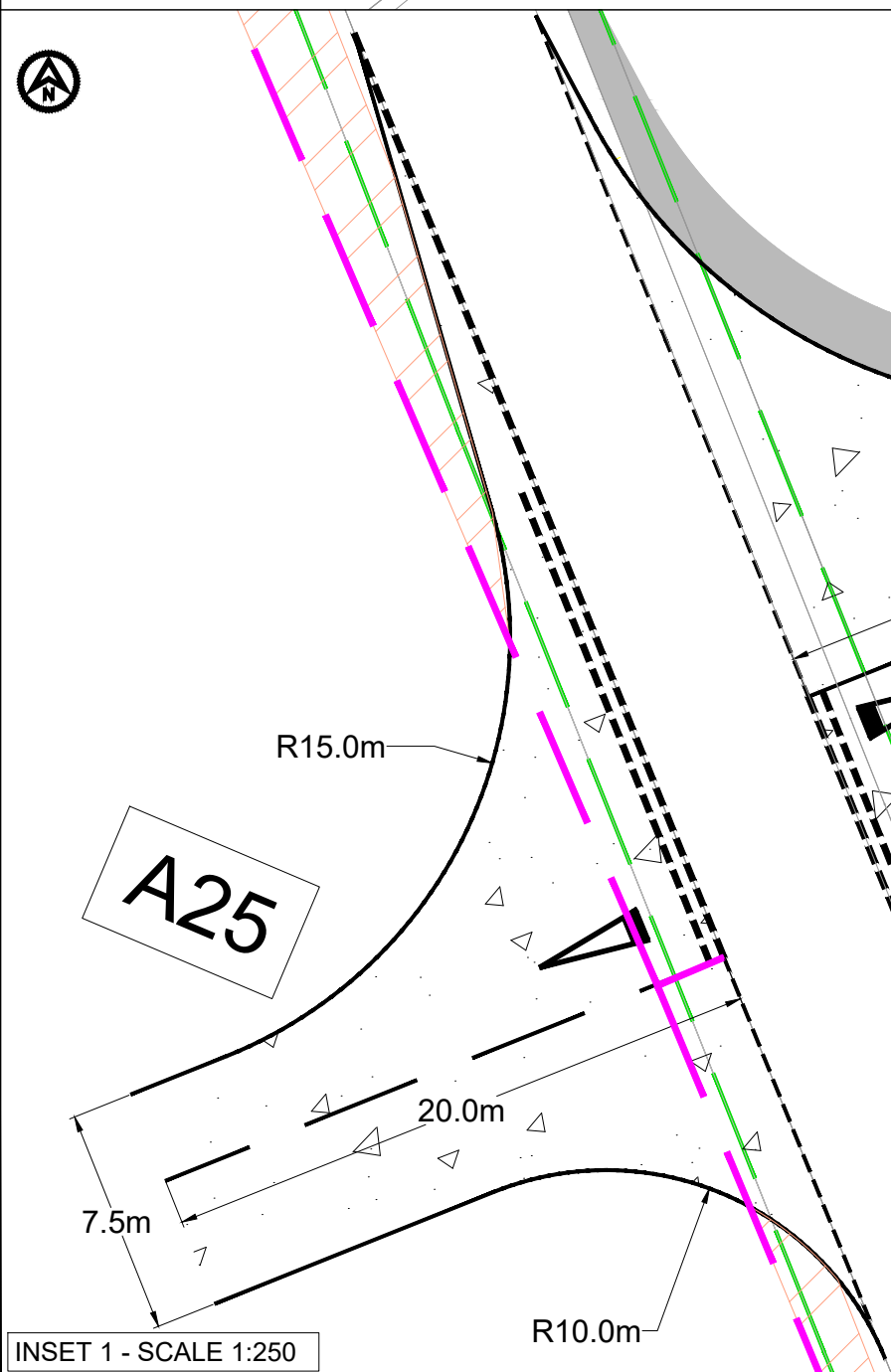
PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

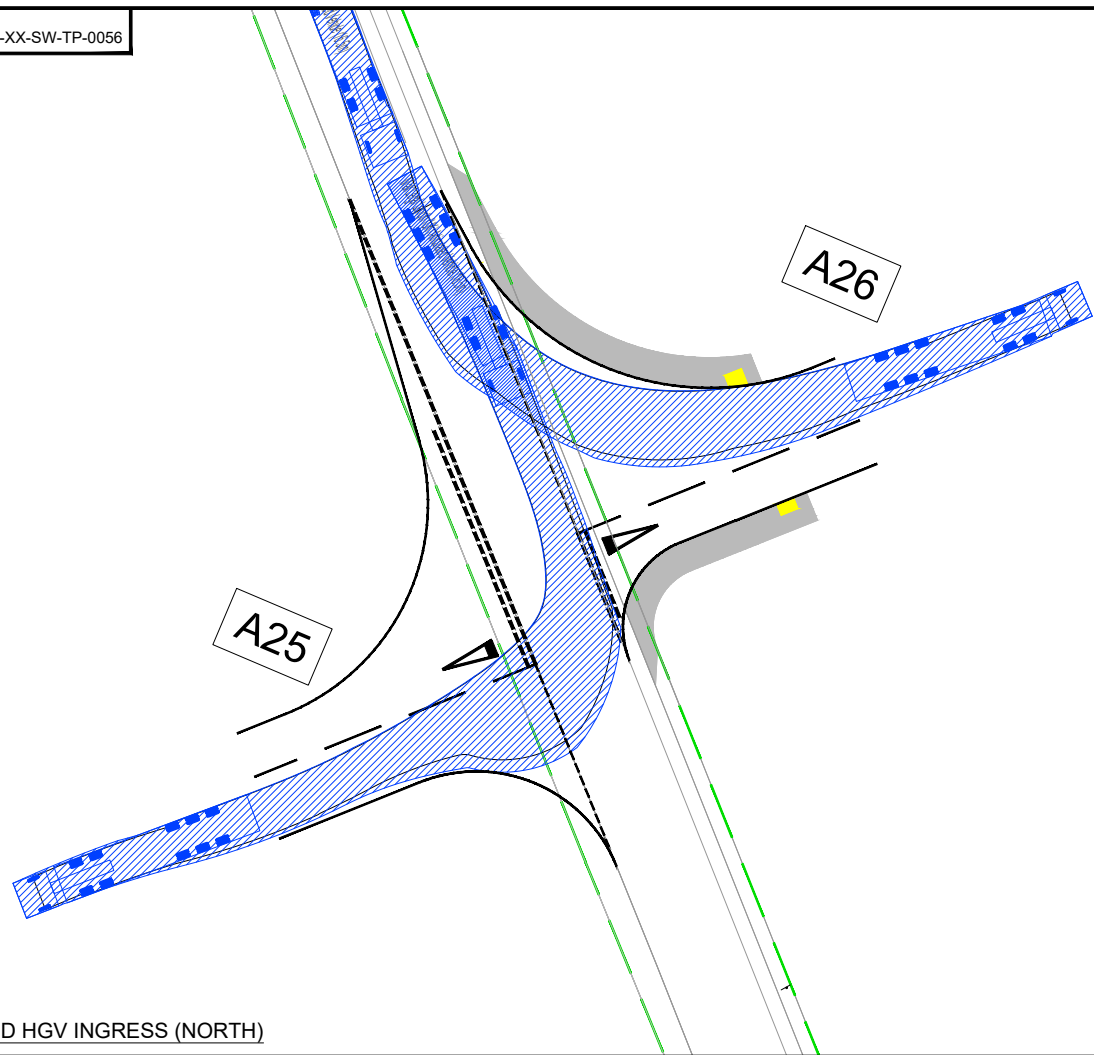
TITLE

ACCESS A25 AND A26  
GENERAL ARRANGEMENT

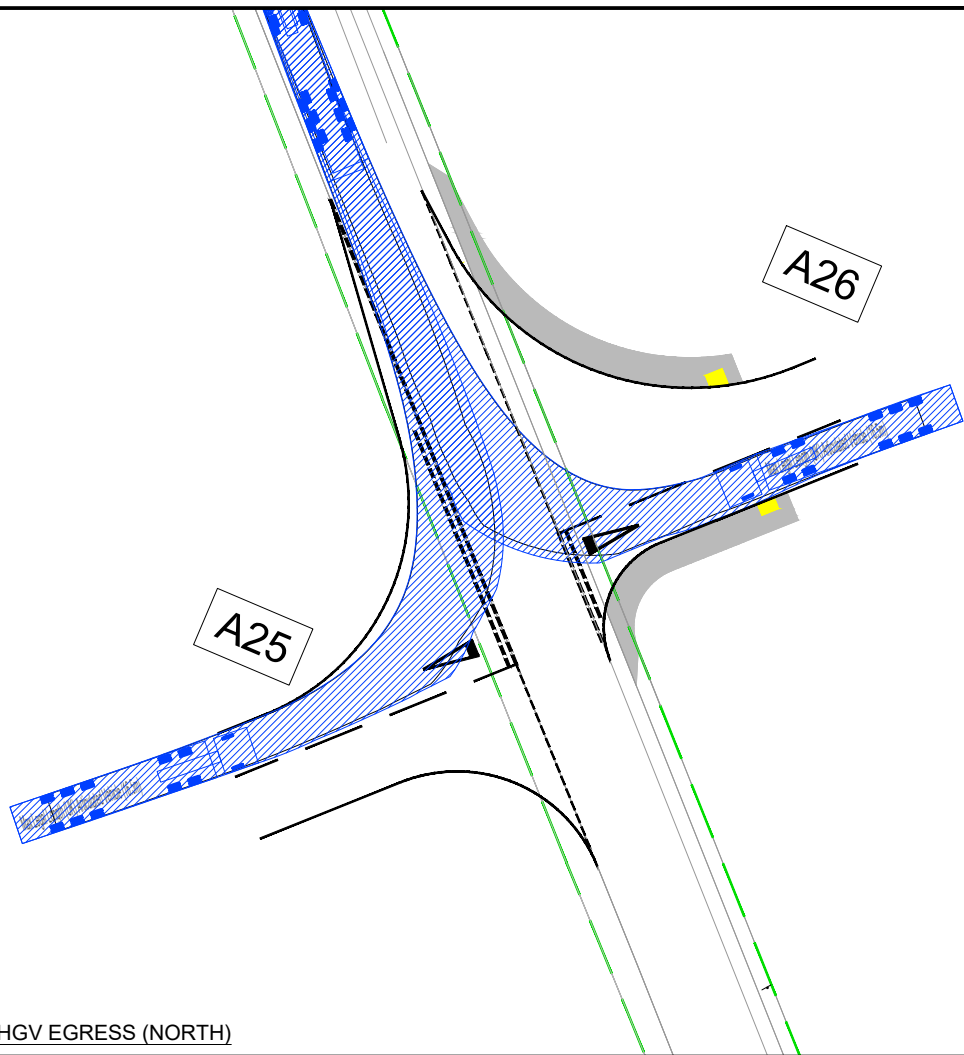


|                |                             |             |        |              |          |
|----------------|-----------------------------|-------------|--------|--------------|----------|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT      |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |          |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0011 |             |        |              | REVISION |
| CLIENT DWG No. |                             |             |        |              | P04      |

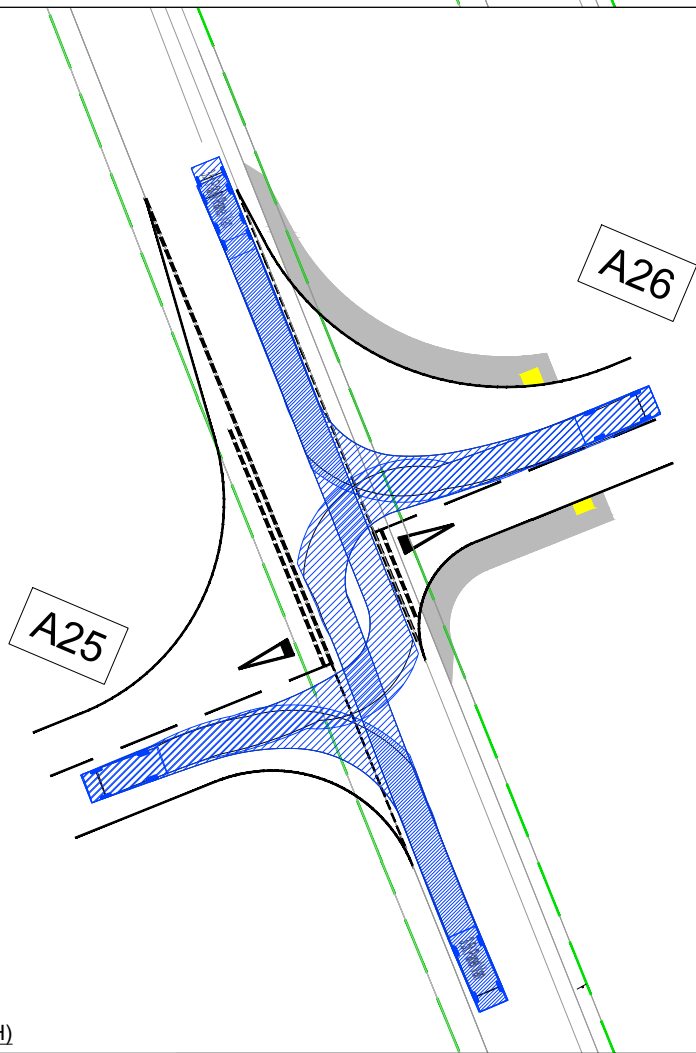




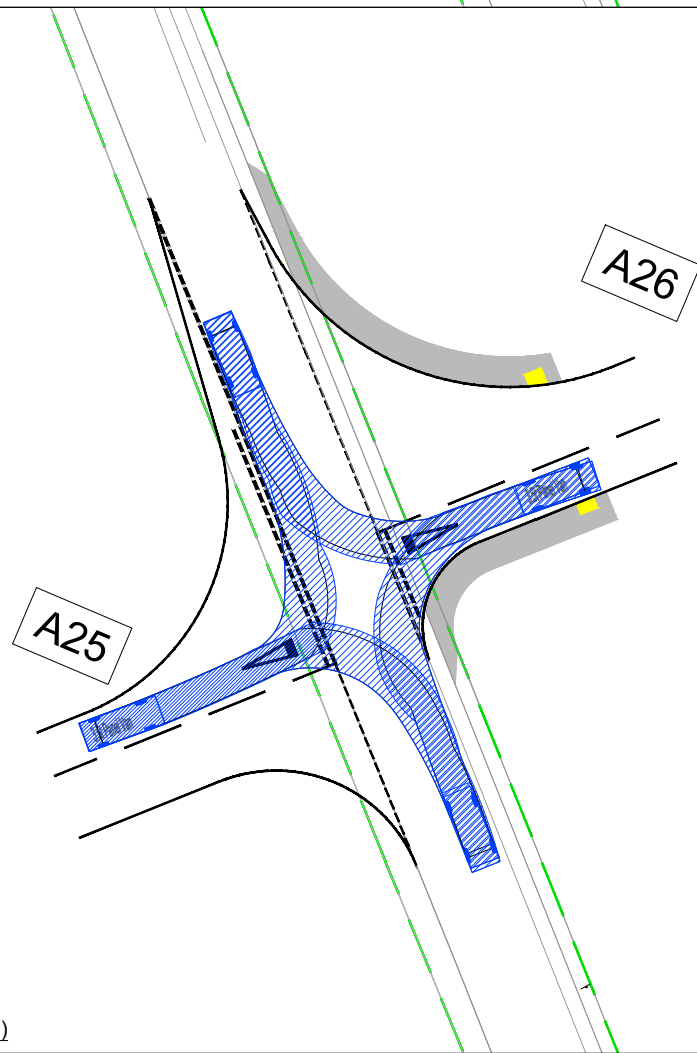
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS (SOUTH)



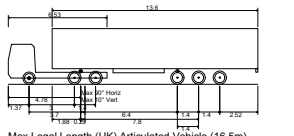
LIGHT VEHICLE EGRESS (SOUTH)

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|   |                                          |
|---|------------------------------------------|
| — | EXISTING ARRANGEMENT                     |
| — | MORGAN AND MORECAMBE ORDER LIMITS        |
| — | INDICATIVE HIGHWAY BOUNDARY              |
| ■ | PROPOSED NEW UNCONTROLLED TACTILE PAVING |

VEHICLE TRACKING



|                                                   |         |
|---------------------------------------------------|---------|
| Max Legal Length (UK) Articulated Vehicle (16.5m) | 16.500m |
| Overall Length                                    | 2.550m  |
| Overall Width                                     | 3.681m  |
| Overall Body Height                               | 0.411m  |
| Min Body Ground Clearance                         | 2.500m  |
| Max Track Width                                   | 6.500s  |
| Lock to lock time                                 | 6.530m  |
| Kerb to Kerb Turning Radius                       |         |



|                             |        |
|-----------------------------|--------|
| 3.5t Panel Van              | 5.339m |
| Overall Length              | 1.989m |
| Overall Width               | 2.365m |
| Overall Body Height         | 0.339m |
| Min Body Ground Clearance   | 1.986m |
| Track Width                 | 4.00s  |
| Lock to lock time           | 6.400m |
| Kerb to Kerb Turning Radius |        |

|   |                                        |
|---|----------------------------------------|
| ▨ | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

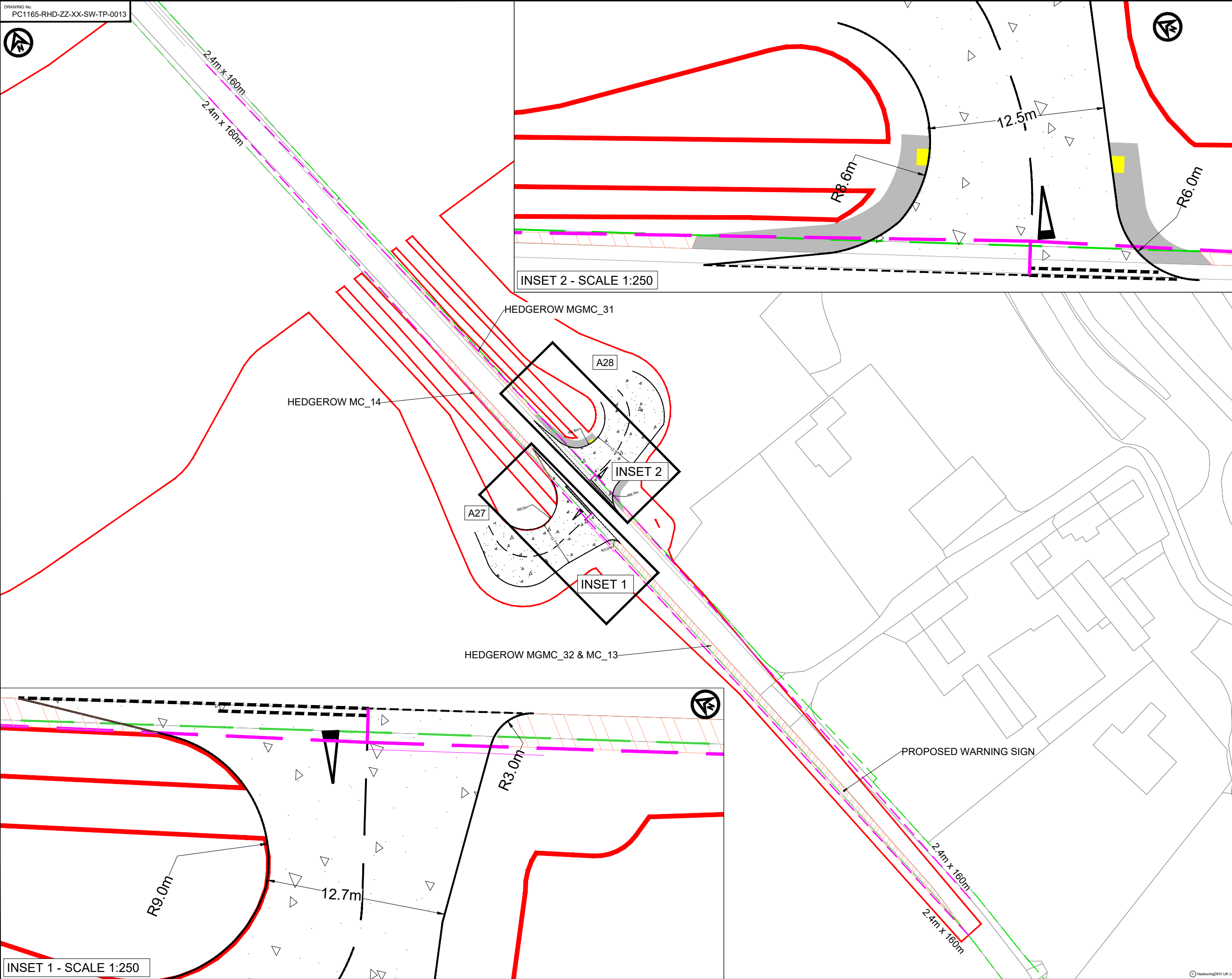
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A25 AND A26 SWEEP PATH ANALYSIS



|                |                             |              |          |     |
|----------------|-----------------------------|--------------|----------|-----|
| DRAWN          | CHECKED                     | SKT          | APPROVED | SKT |
| CB             | SKT                         |              |          |     |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |          |     |
| 05.05.2023     | 1:500                       |              |          |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0056 | REVISION     |          |     |
| CLIENT DWG No. |                             |              |          | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0013



INSET 1 - SCALE 1:250

INSET 2 - SCALE 1:250

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data. OS mapping to east and south is currently missing.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 8 of 19.7.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 4.33m

- KEY
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPILL FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER
  - PROPOSED NEW FOOTWAY
  - AREA OF HEDGEROWS MC\_13, MC\_14, MCMG\_31, & MCMG\_32 TO BE REMOVED WITHIN VISIBILITY SPILL (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

|     |          |                                          |    |     |     |
|-----|----------|------------------------------------------|----|-----|-----|
| P05 | 24.08.25 | A28 MOVED SOUTH TO ACCOMMODATE FIWAY     | KP | SKT | SKT |
| P04 | 15.08.25 | HW BOUNDARY AND HEDGEROW CLEARANCE ADDED | KP | SKT | SKT |
| P03 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS       | AA | SKT | SKT |
| P02 | 05.01.24 | UPDATED THE LOCATION OF A37              | AA | RNE | RNE |
| P01 | 05.05.23 | FIRST ISSUE                              | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                              | BY | CHK | APP |

REVISIONS

CLIENT

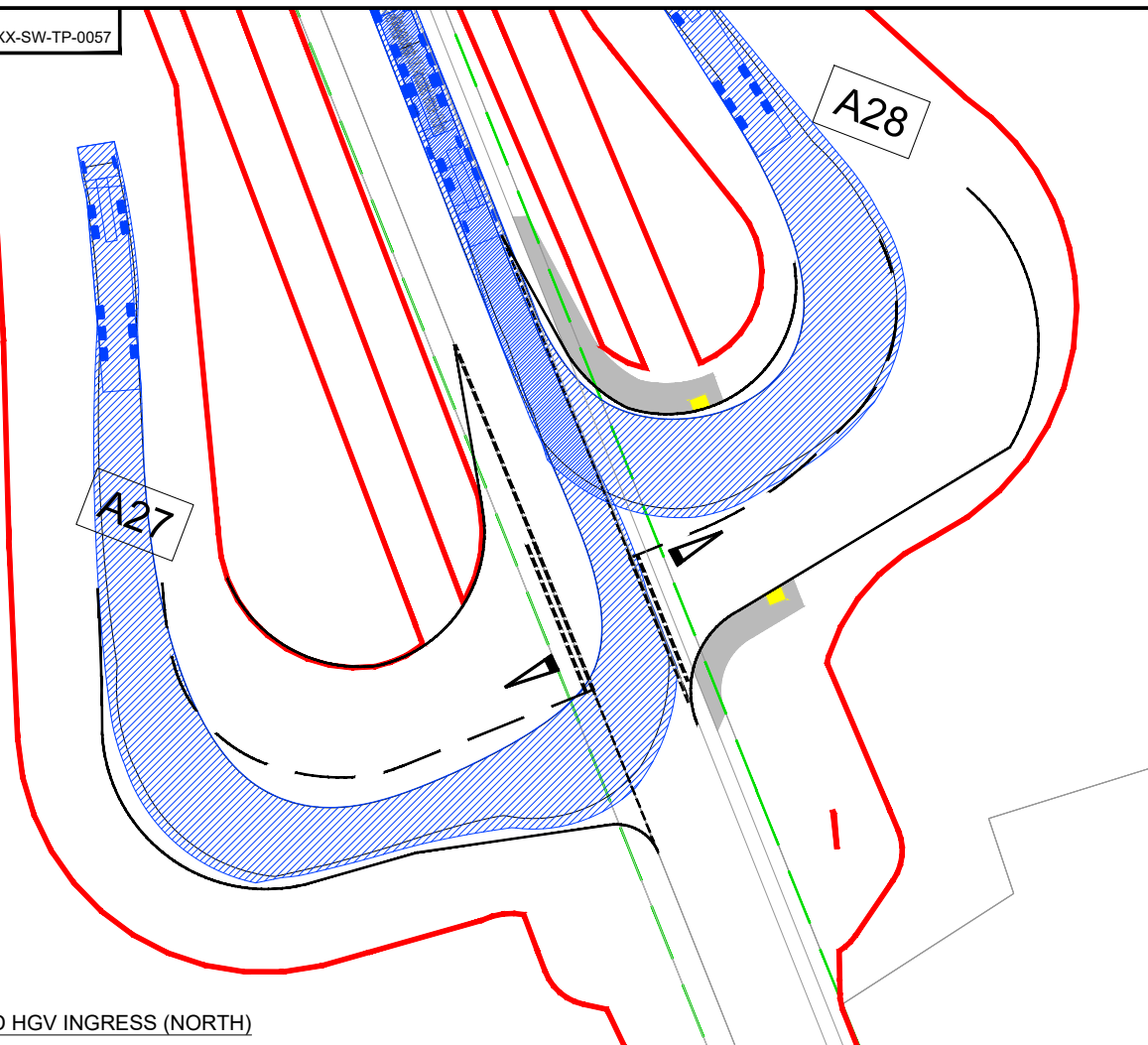
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

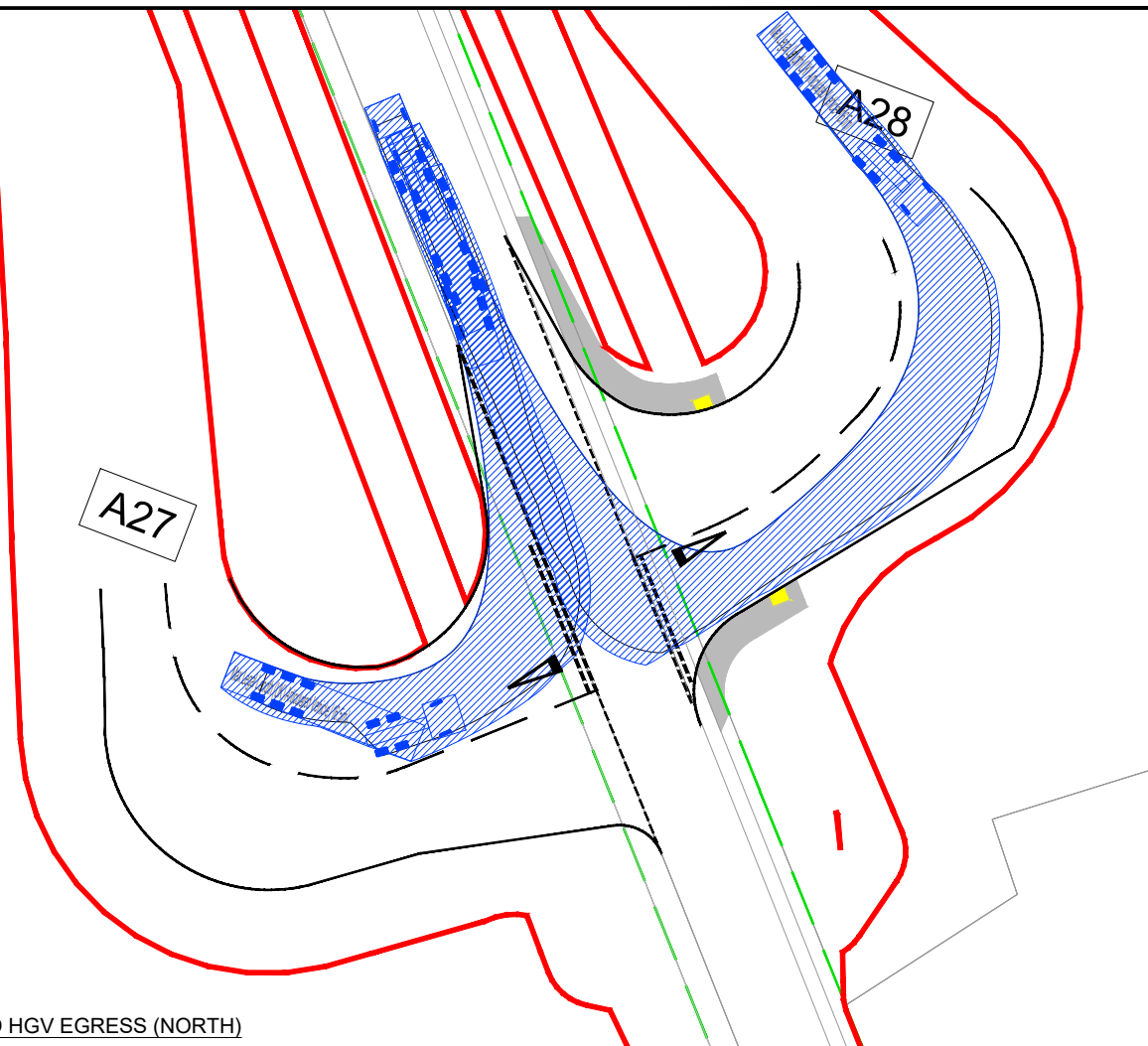
TITLE  
ACCESS A27 AND A28  
GENERAL ARRANGEMENT



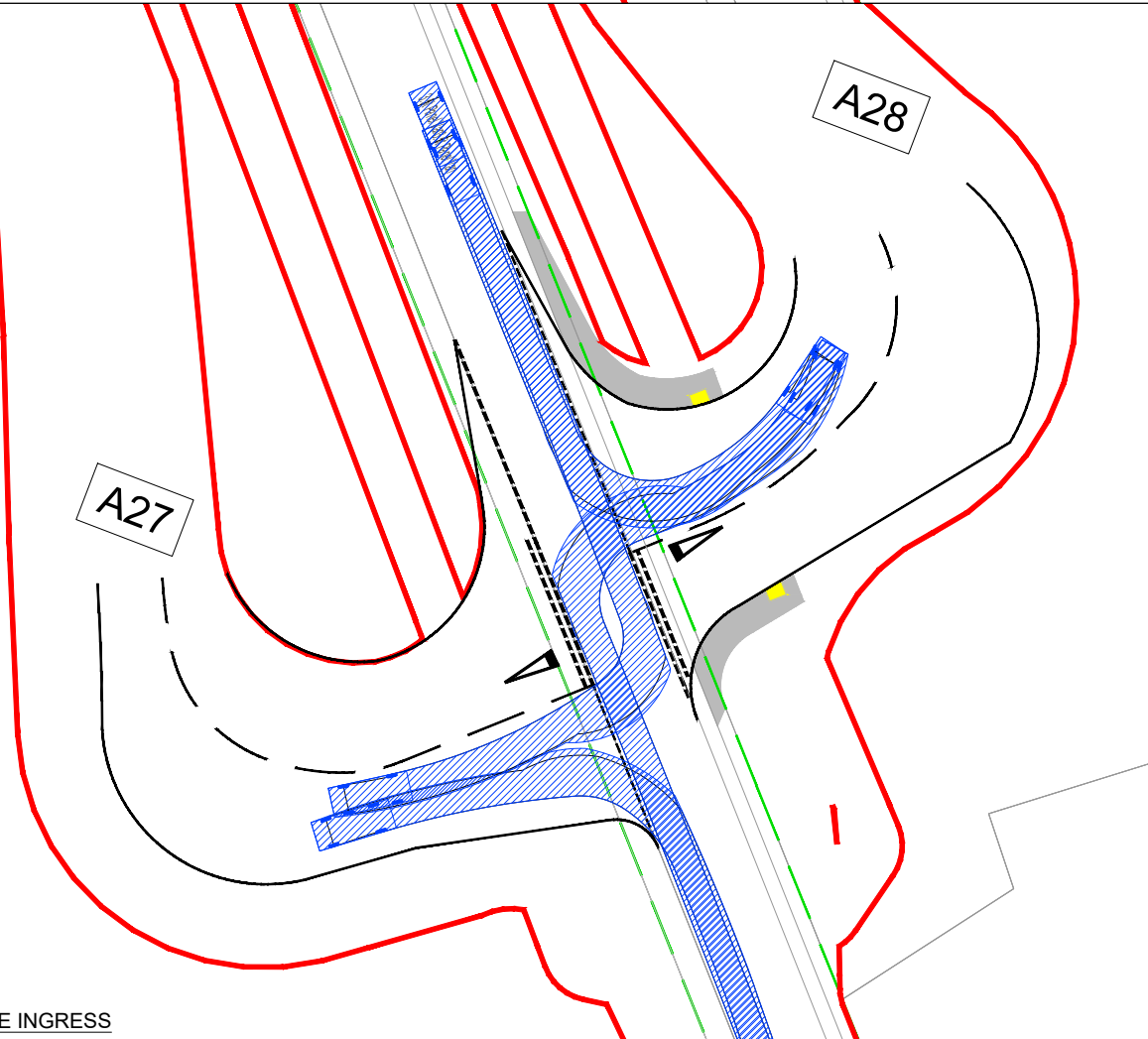
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|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0013 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P05 |



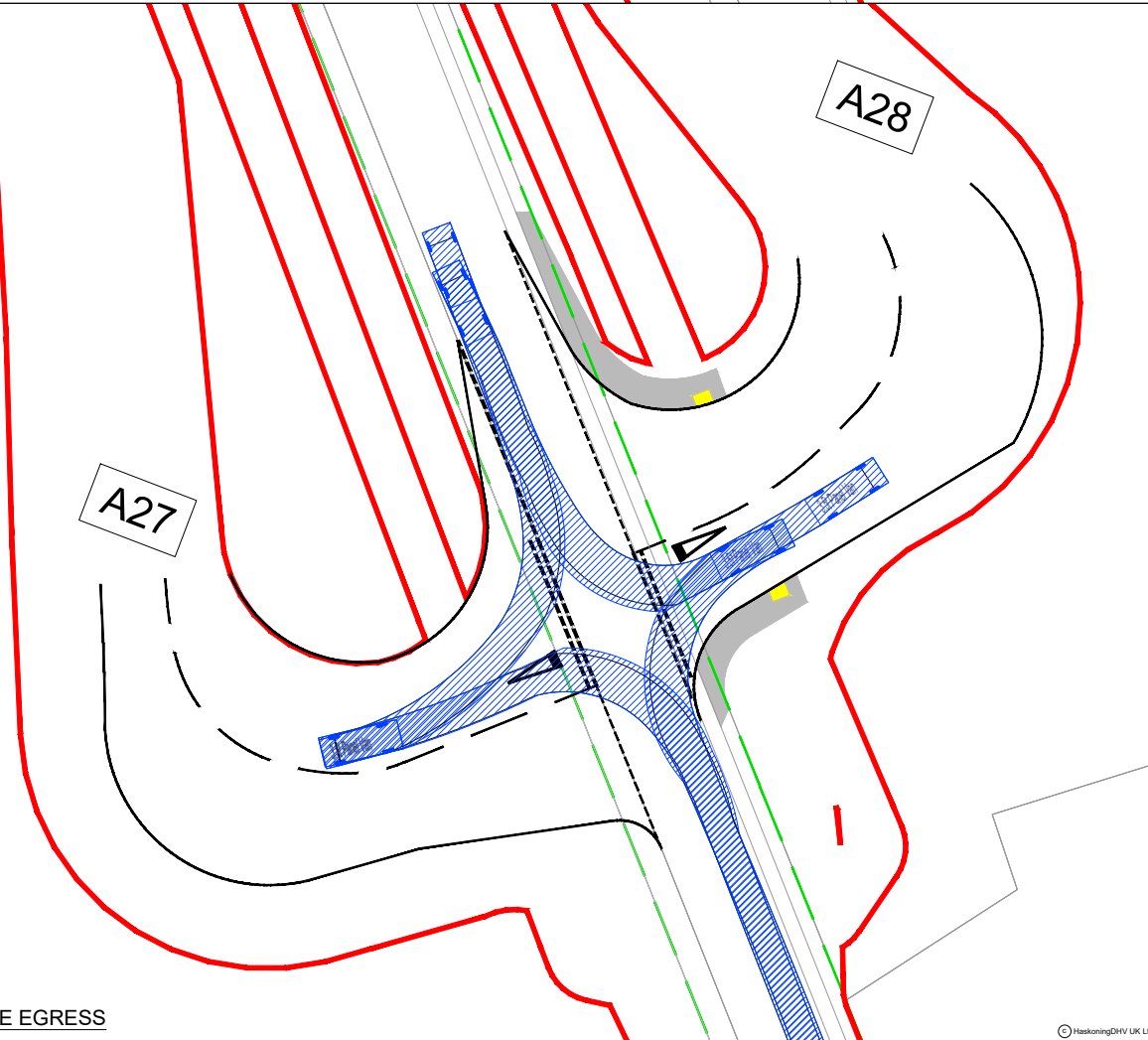
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS

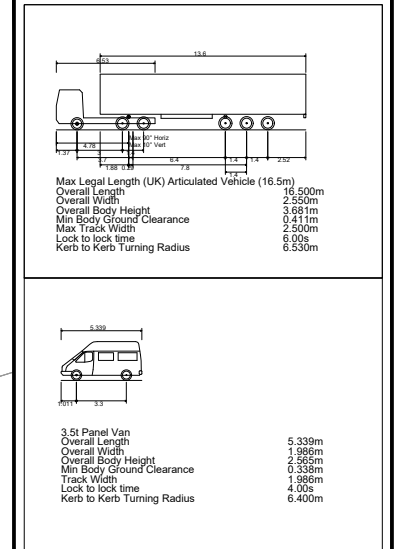


LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data. OS mapping to east and south is currently missing.

| KEY |                                          |
|-----|------------------------------------------|
|     | EXISTING ARRANGEMENT                     |
|     | MORGAN AND MORECAMBE ORDER LIMITS        |
|     | INDICATIVE HIGHWAY BOUNDARY              |
|     | PROPOSED NEW UNCONTROLLED TACTILE PAVING |

VEHICLE TRACKING



VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P04 | 24.06.23 | A28 ALIGNMENT AMENDED WITH FWAY         | KP | SKT | SKT |
| P03 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | SKT | SKT |
| P02 | 05.01.24 | UPDATED THE LOCATION OF A37             | AA | RNE | RNE |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A27 AND A28 SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0057 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P04 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 8 of 19.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MGMC\_33 & MG\_16 TO BE REMOVED WITHIN VISIBILITY SPPLAY (NOTE 6)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P05 | 24.08.25 | VISIBILITY SPPLAY AMENDED              | KP | SKT | SKT |
| P04 | 15.08.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P02 | 12.01.24 | UPGRADED TO ACCESSES                   | AA | SKT | SKT |
| P01 | 15.05.23 | FIRST ISSUE                            | CB | SKT | SKT |

REV DATE DESCRIPTION BY CHK APP

REVISIONS

CLIENT

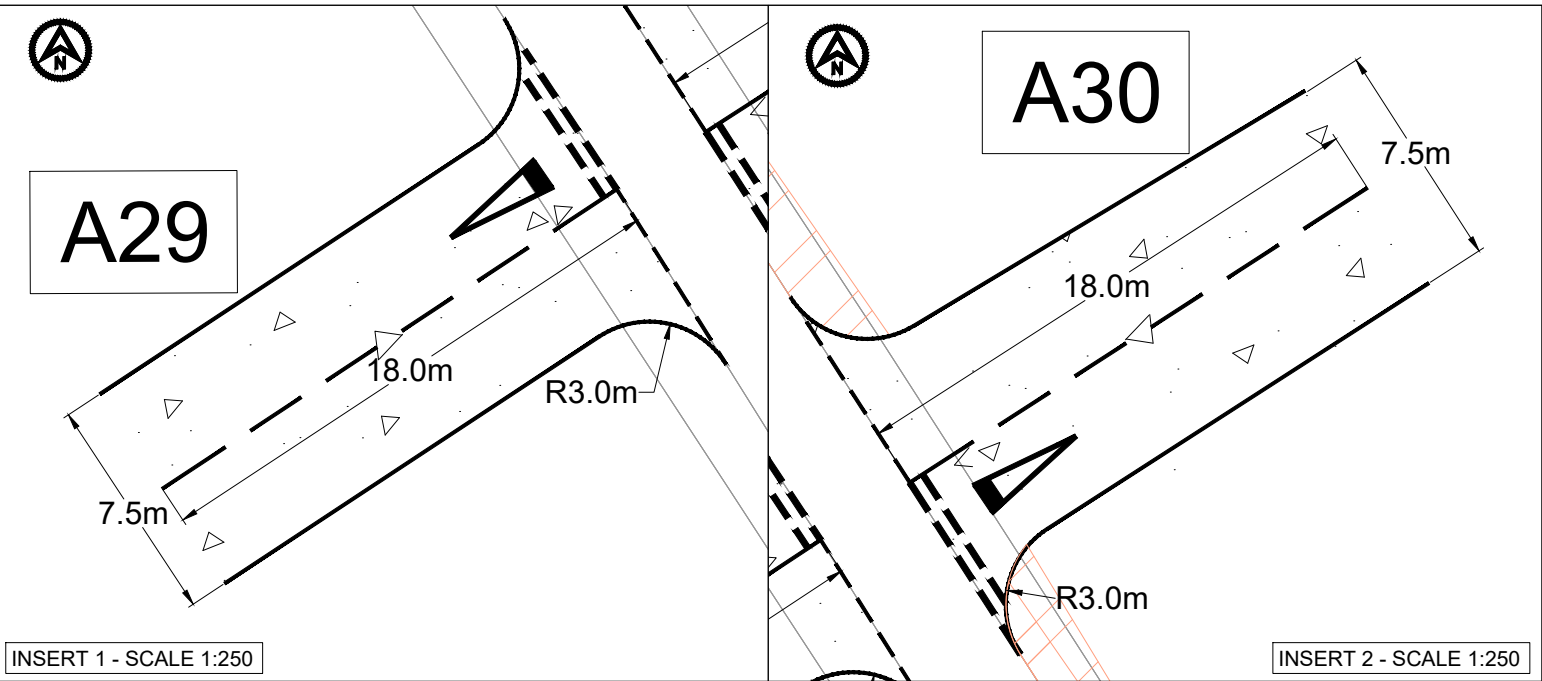
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A29 AND A30  
GENERAL ARRANGEMENT



|                |                             |             |       |              |          |
|----------------|-----------------------------|-------------|-------|--------------|----------|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT      |
| DATE           | 15.05.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |          |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0044 |             |       |              | REVISION |
| CLIENT DWG No. |                             |             |       |              | P05      |



INSERT 1 - SCALE 1:250

INSERT 2 - SCALE 1:250



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MGMC\_33 & MC\_16 TO BE REMOVED WITHIN VISIBILITY SPY (NOTE 6)

| REV | DATE     | DESCRIPTION                           | BY | CHK | APP |
|-----|----------|---------------------------------------|----|-----|-----|
| P05 | 24.05.25 | CHANGES TO VISIBILITY                 | KP | SKT | SKT |
| P04 | 15.05.25 | VIS UPDATED AND HEDGROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS    | AA | SKT | SKT |
| P02 | 12.01.24 | UPGRADED TO ACCESSES                  | AA | SKT | SKT |
| P01 | 15.05.23 | FIRST ISSUE                           | CB | SKT | SKT |

REVISIONS

CLIENT

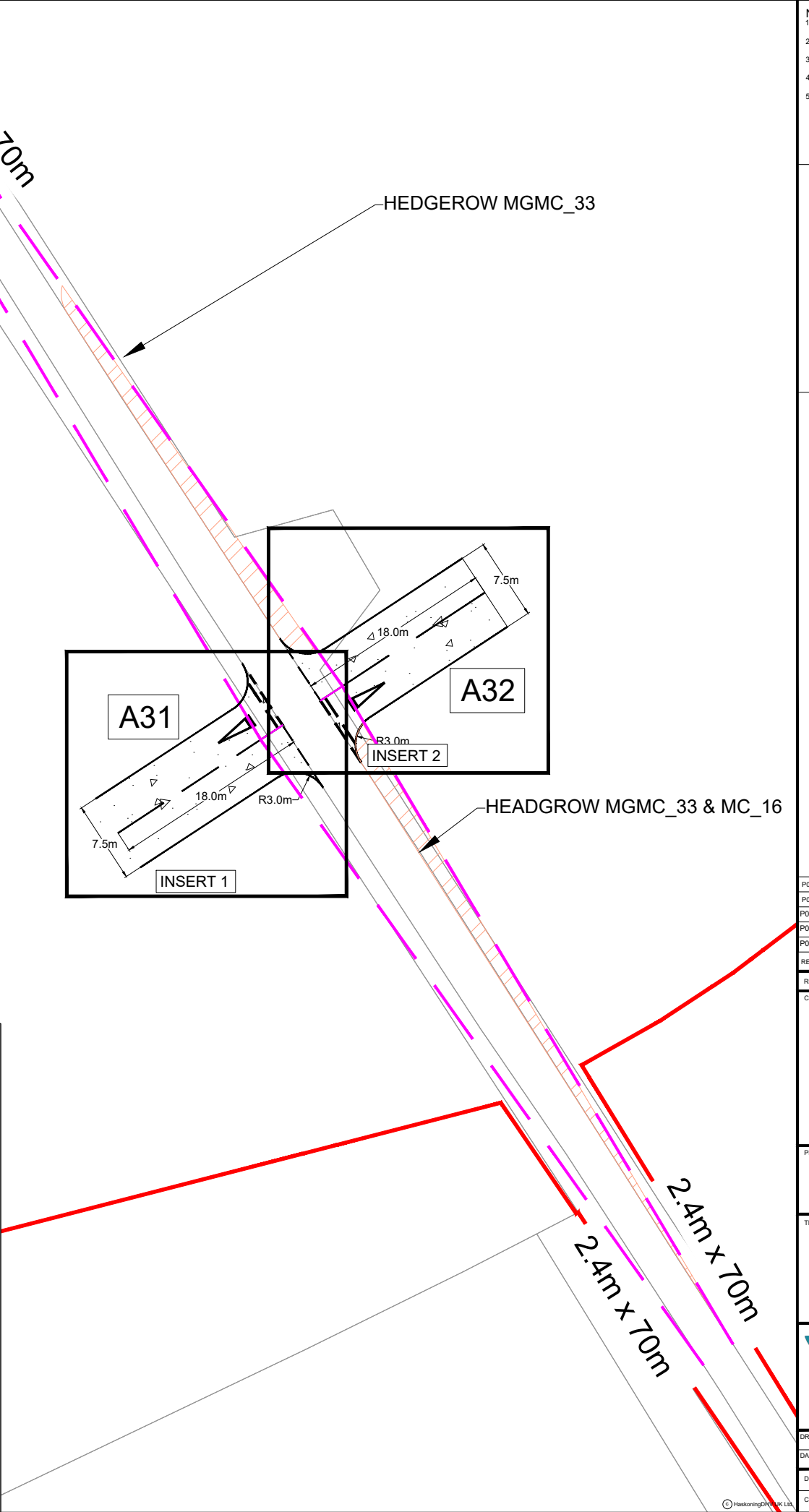
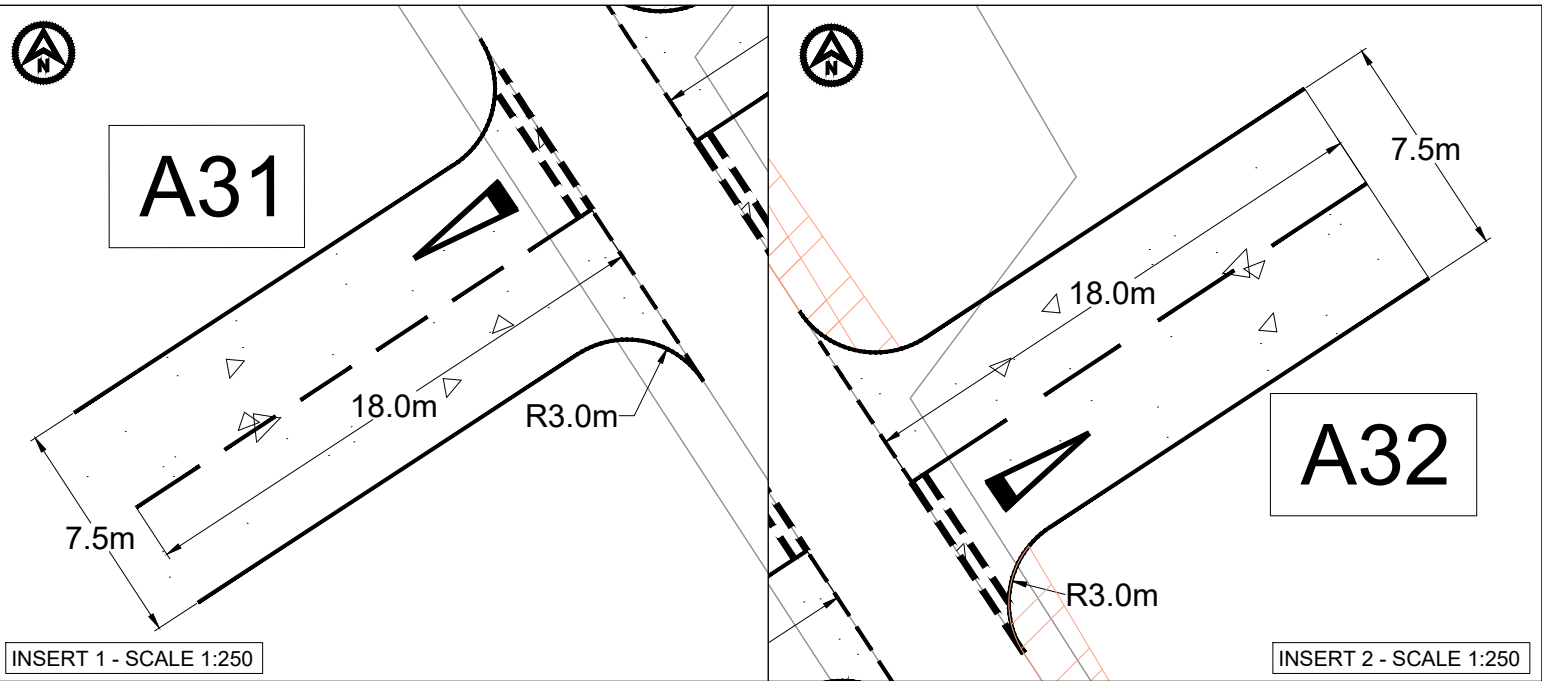
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

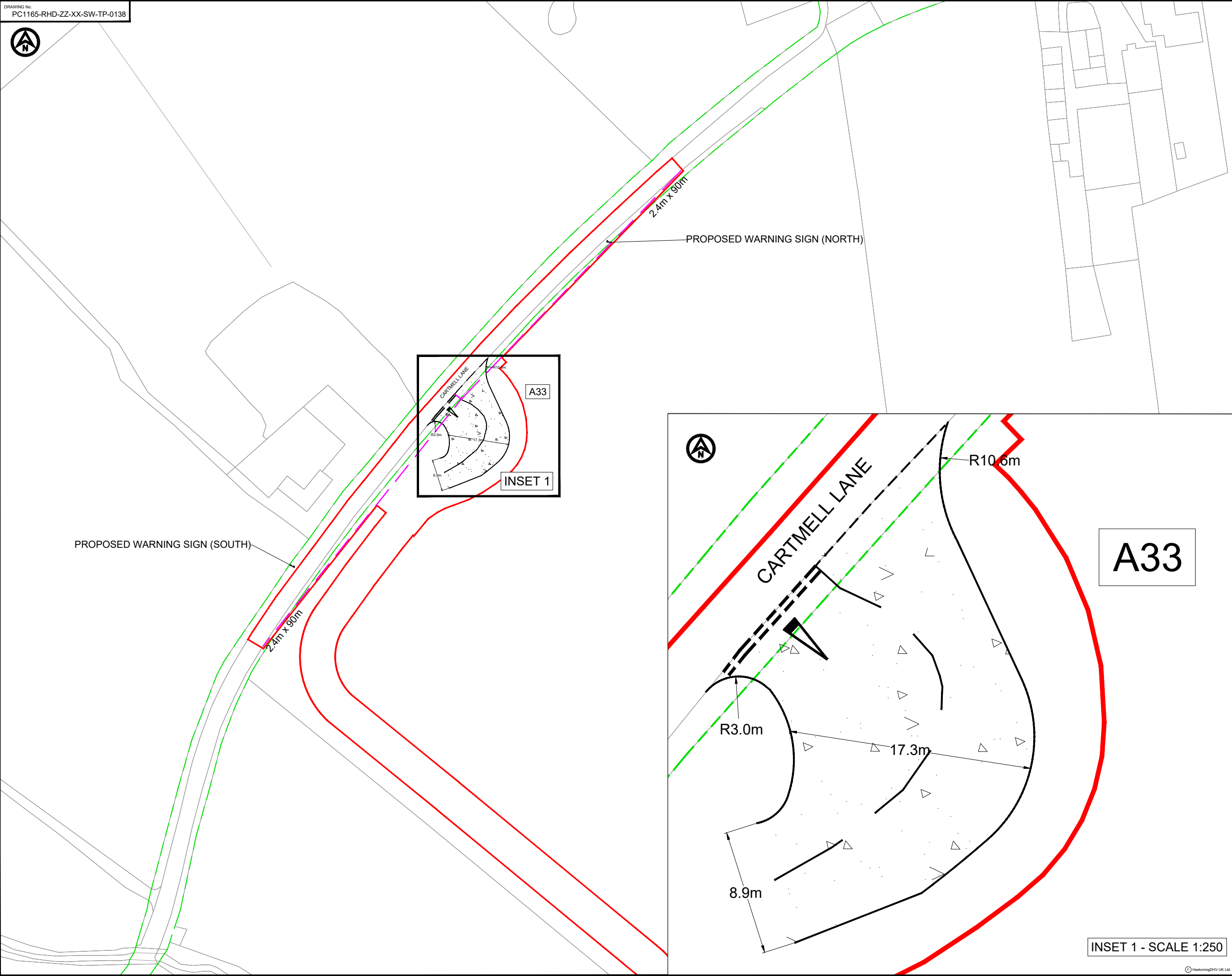
PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A31 AND A32  
GENERAL ARRANGEMENT



| DRAWN          | CHECKED                     | APPROVED     |
|----------------|-----------------------------|--------------|
| CB             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 15.05.23       | 1:500                       |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0045 | REVISION     |
| CLIENT DWG No. |                             | P05          |





- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary:  
North - 2.36m  
South - distance between carriageway edge and back of verge is measured on site at 1.2m.

**KEY**

|  |                                                        |
|--|--------------------------------------------------------|
|  | EXISTING ARRANGEMENT                                   |
|  | MORGAN AND MORECAMBE ORDER LIMITS                      |
|  | INDICATIVE HIGHWAY BOUNDARY                            |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                 |
|  | VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION         |
|  | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE |
|  | PROPOSED WARNING SIGN (NOTE 7)                         |

|     |          |                                            |    |     |     |
|-----|----------|--------------------------------------------|----|-----|-----|
| P04 | 23.08.20 | WARNING SIGNS ADDED                        | KP | SKT | SKT |
| P03 | 15.05.20 | EXIT DIRECTION CHANGED & HW BOUNDARY ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS         | AA | SKT | SKT |
| P01 | 15.01.23 | FIRST ISSUE                                | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                                | BY | CHK | APP |

REVISIONS

CLIENT

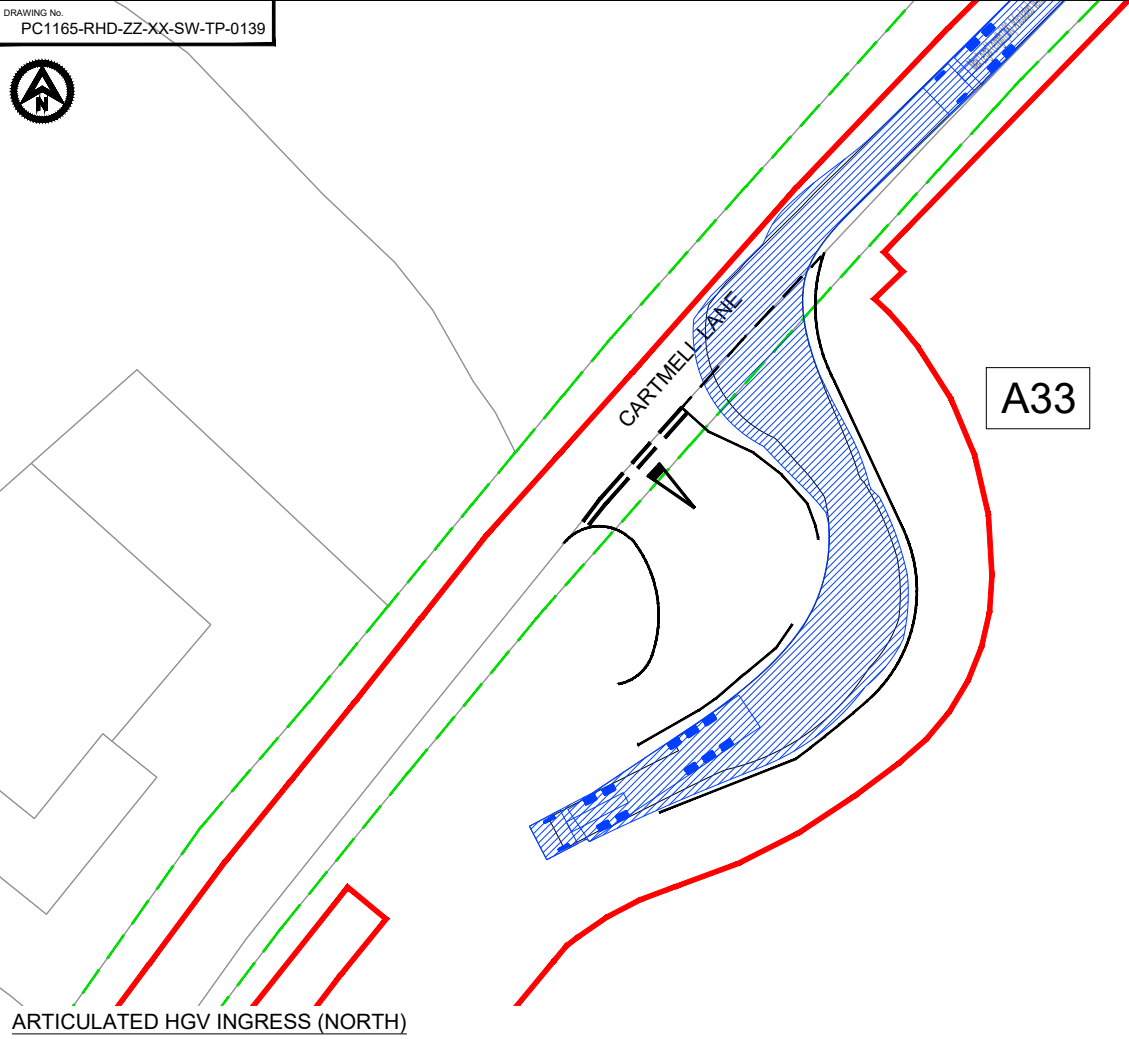
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

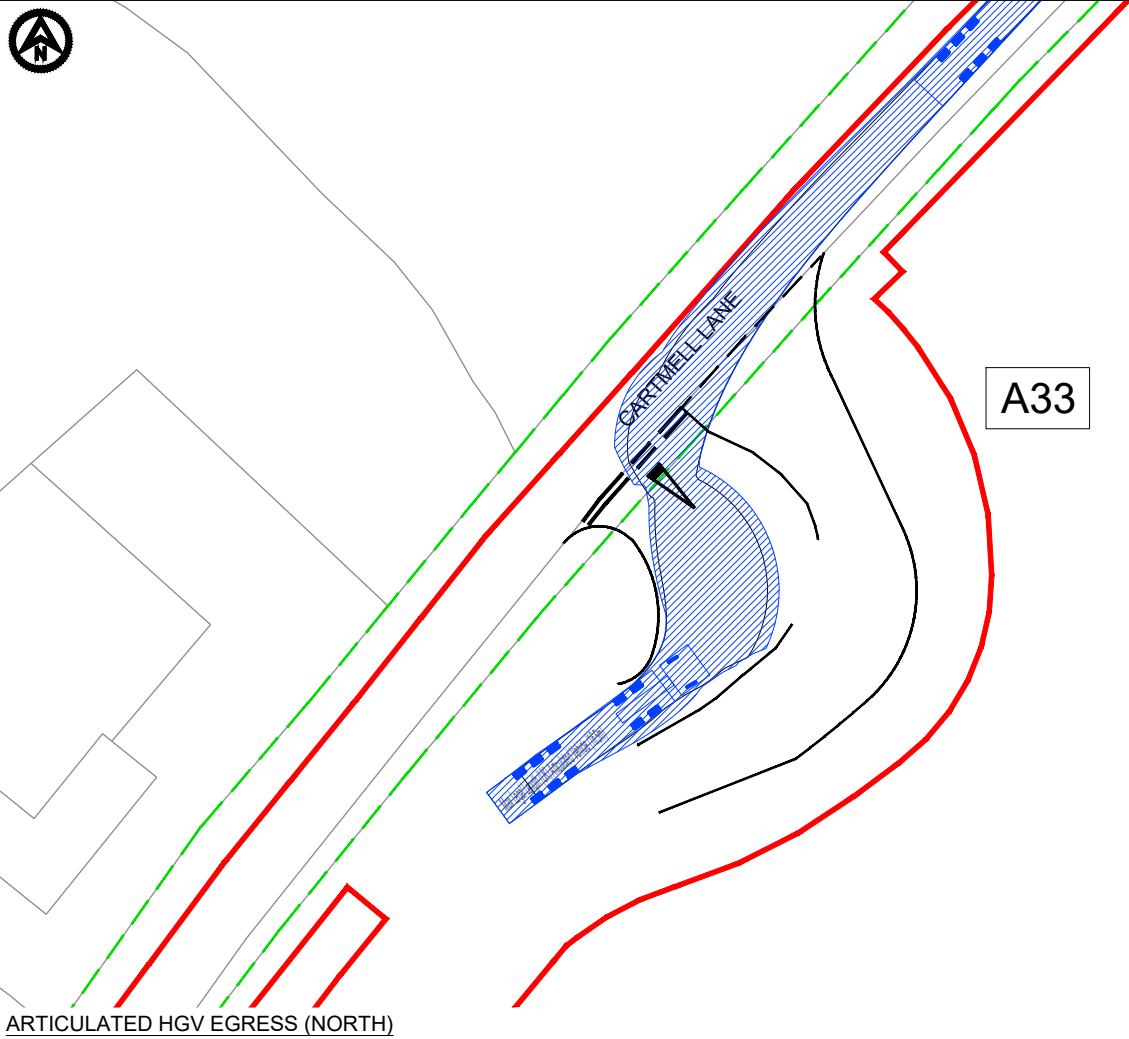
TITLE  
ACCESS A33  
GENERAL ARRANGEMENT



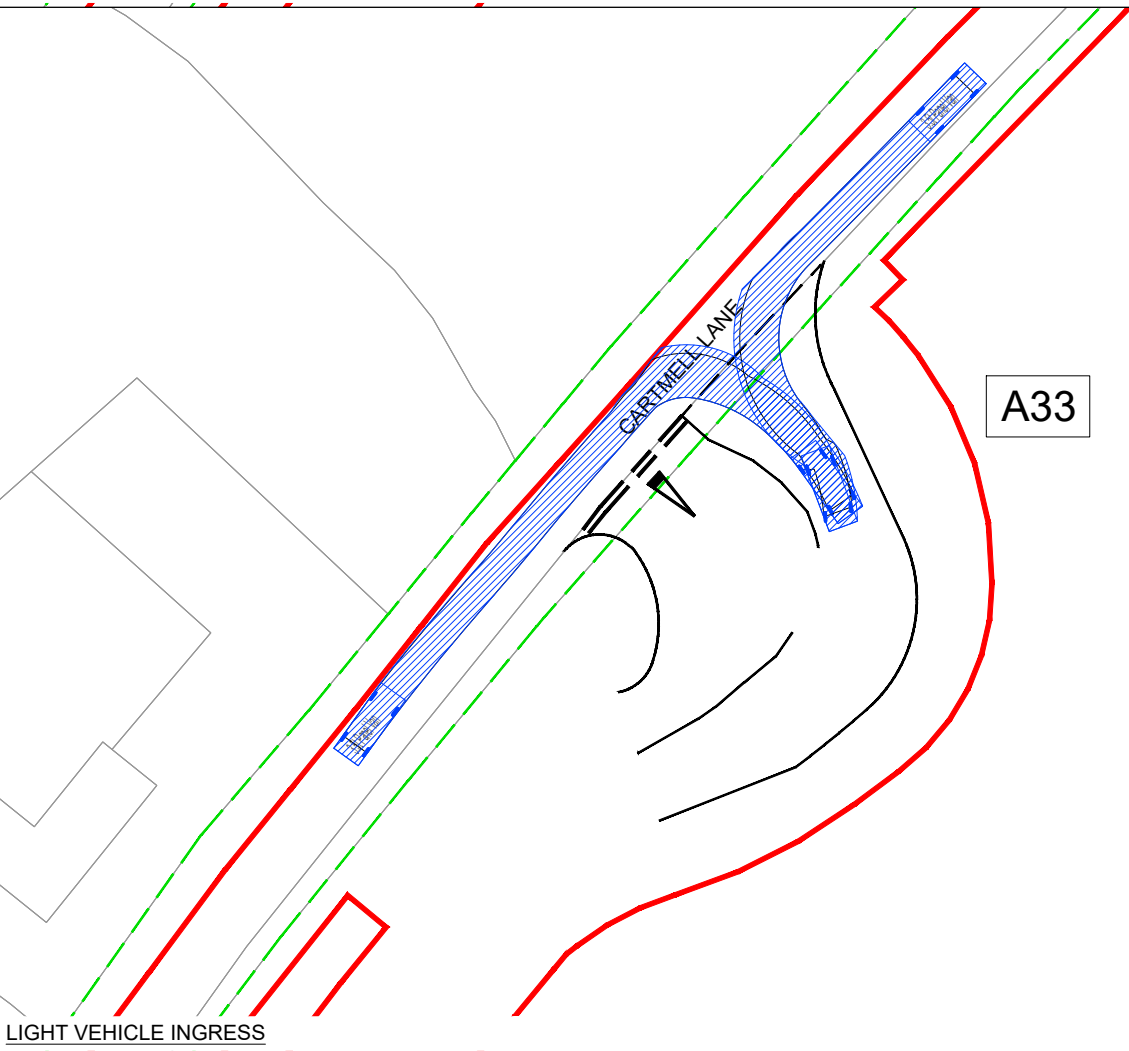
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| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0138 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



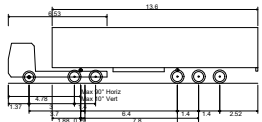
LIGHT VEHICLE EGRESS

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.990m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.336m  
Track Width 1.880m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

— VEHICLE BODY SWEEP PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.01.24 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 15.01.24 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

**PROJECT**

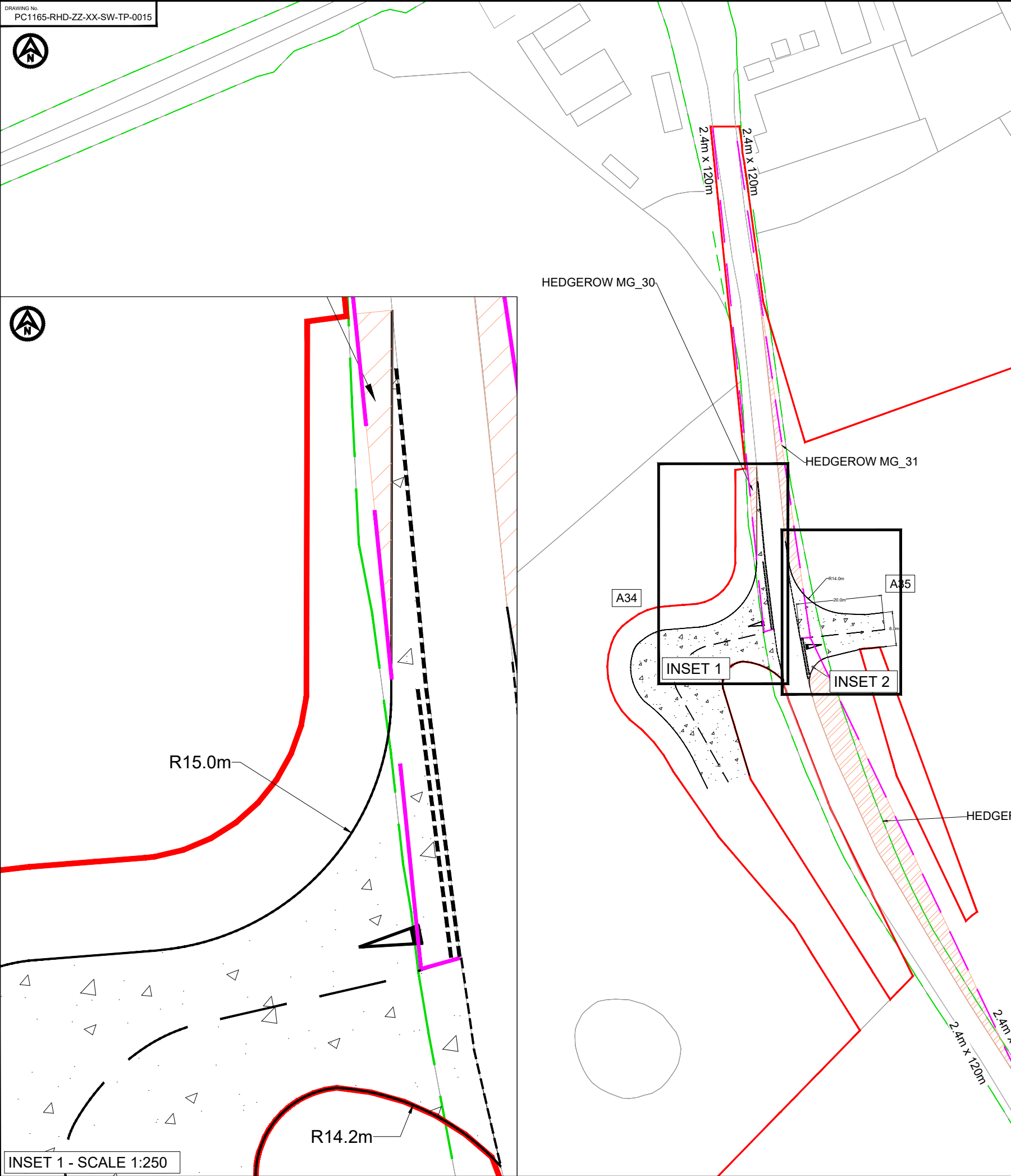
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

**TITLE**

ACCESS A33  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0139 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



INSET 1 - SCALE 1:250

INSET 2 - SCALE 1:250



A3

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 9 of 19.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MG\_30, MG\_31 & MGMC\_40 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

|     |          |                                          |    |     |     |
|-----|----------|------------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW CLEARANCE ADDED | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS       | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                              | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                              | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A34 AND A35 GENERAL ARRANGEMENT



|                |                             |             |        |              |          |
|----------------|-----------------------------|-------------|--------|--------------|----------|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT      |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |          |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0015 |             |        |              | REVISION |
| CLIENT DWG No. |                             |             |        |              | P03      |



A34

A35

ARTICULATED HGV INGRESS (NORTH)



A34

A35

ARTICULATED HGV EGRESS (NORTH)



A34

A35

LIGHT VEHICLE INGRESS



A34

A35

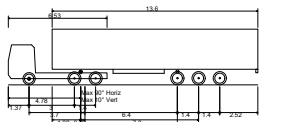
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.50s  
Kerb to Kerb Turning Radius 6.530m



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.996m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.986m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

— VEHICLE BODY SWEEP PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A34 AND A35 SWEEP PATH ANALYSIS

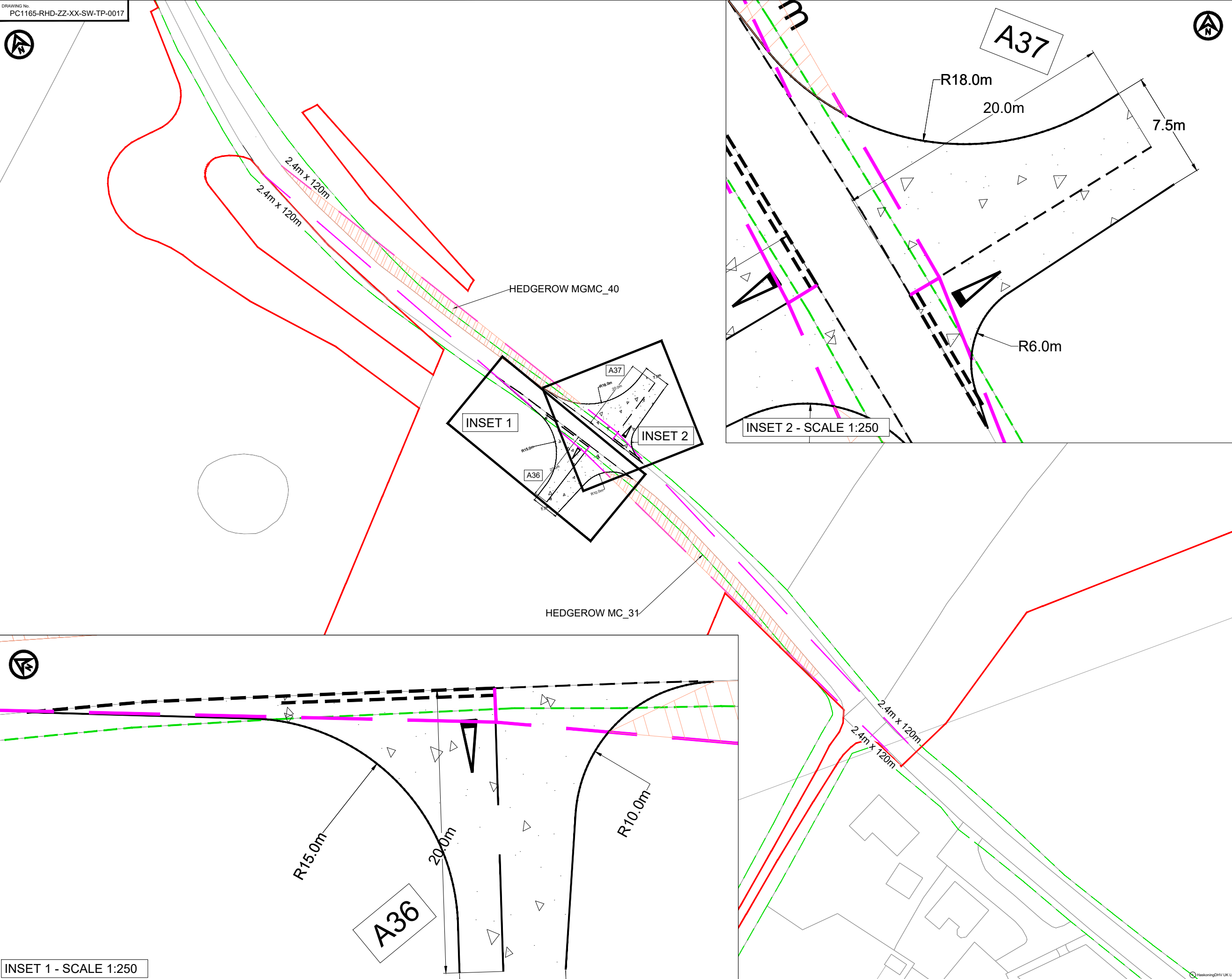


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|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0058 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 9 of 19.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MC\_31 & MGMC\_40 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)



INSET 1 - SCALE 1:250

INSET 2 - SCALE 1:250

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY & HEDGEROW CLEARANCE ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

|           |
|-----------|
| REVISIONS |
| CLIENT    |

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

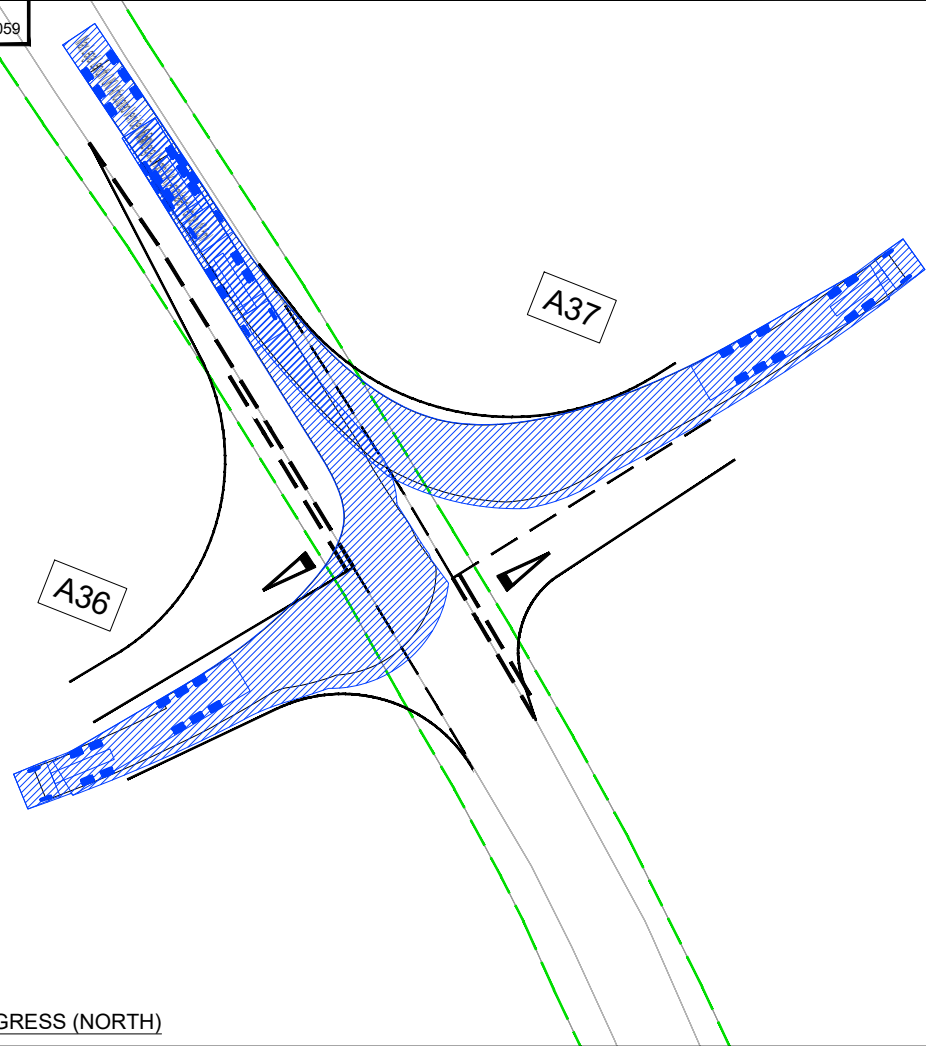
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A36 AND A37 GENERAL ARRANGEMENT

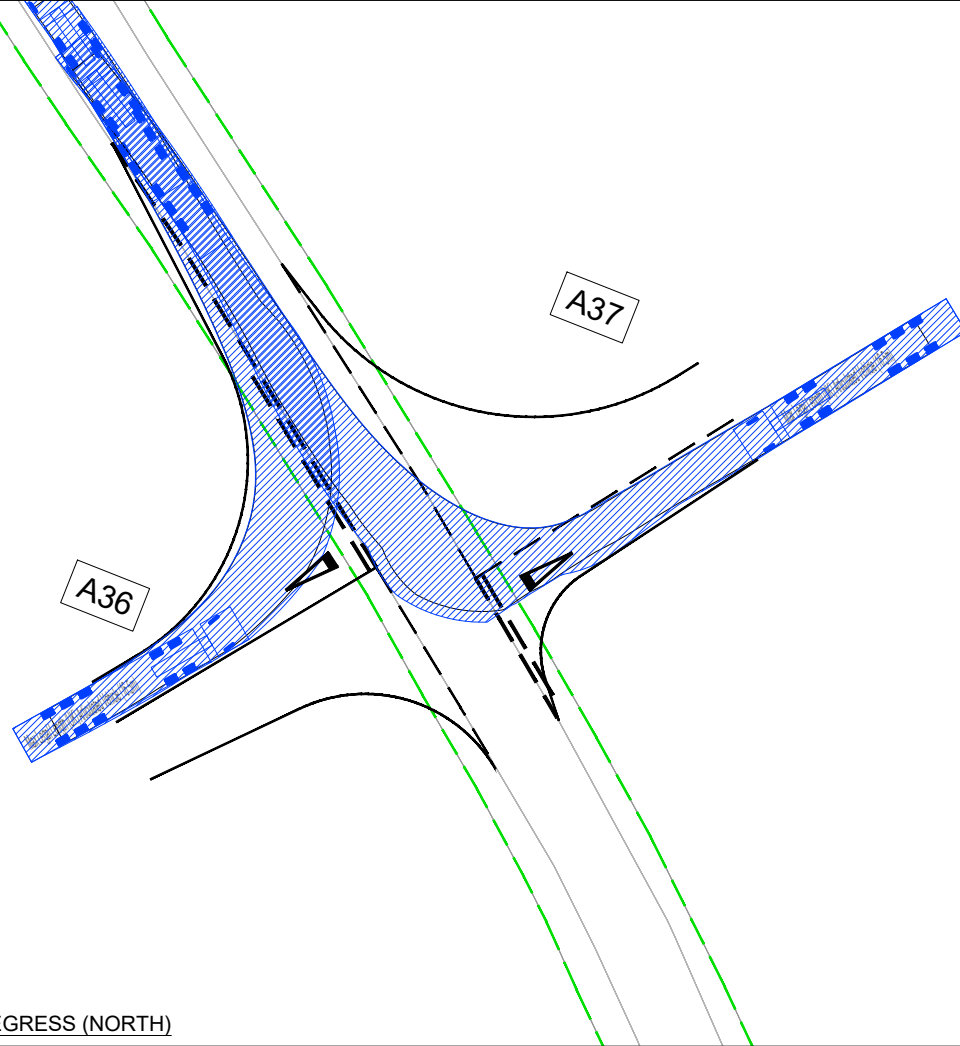


|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0017 | REVISION    | P03    |              |     |
| CLIENT DWG No. |                             |             |        |              |     |

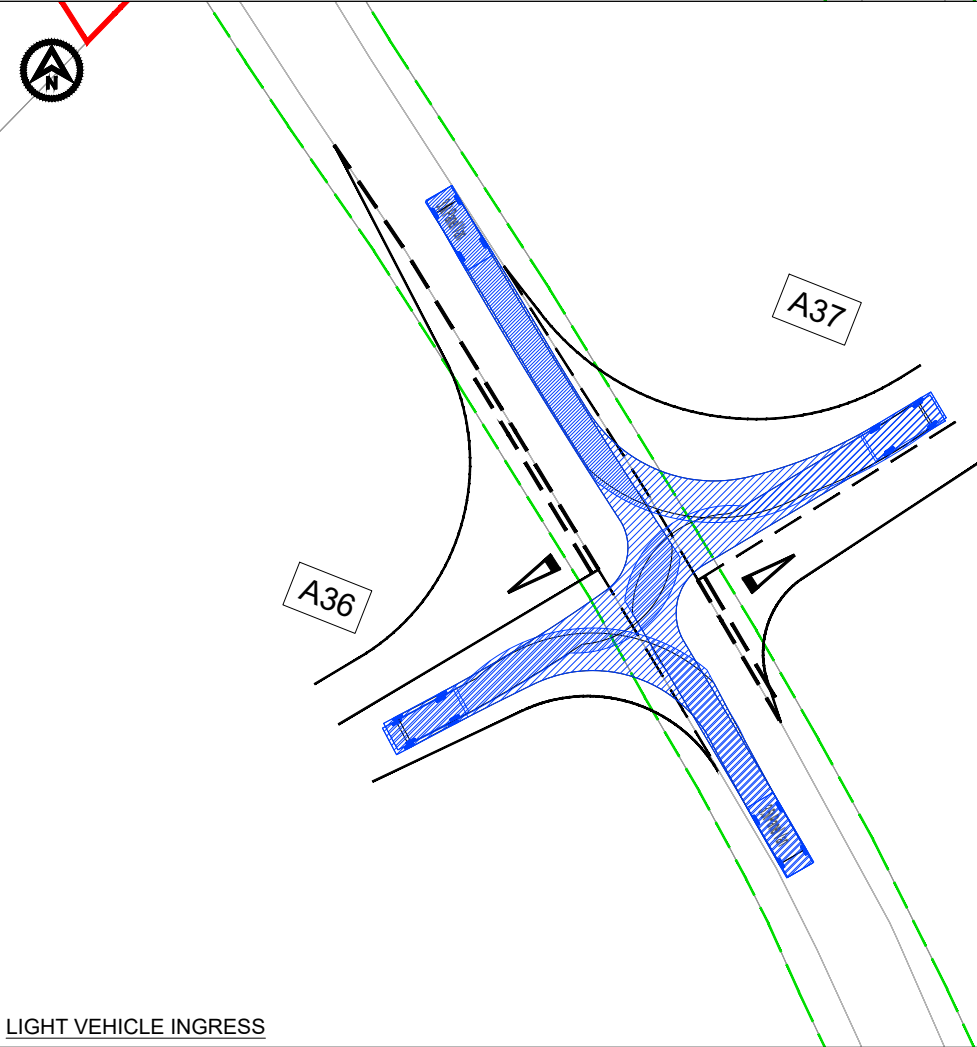
DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0059



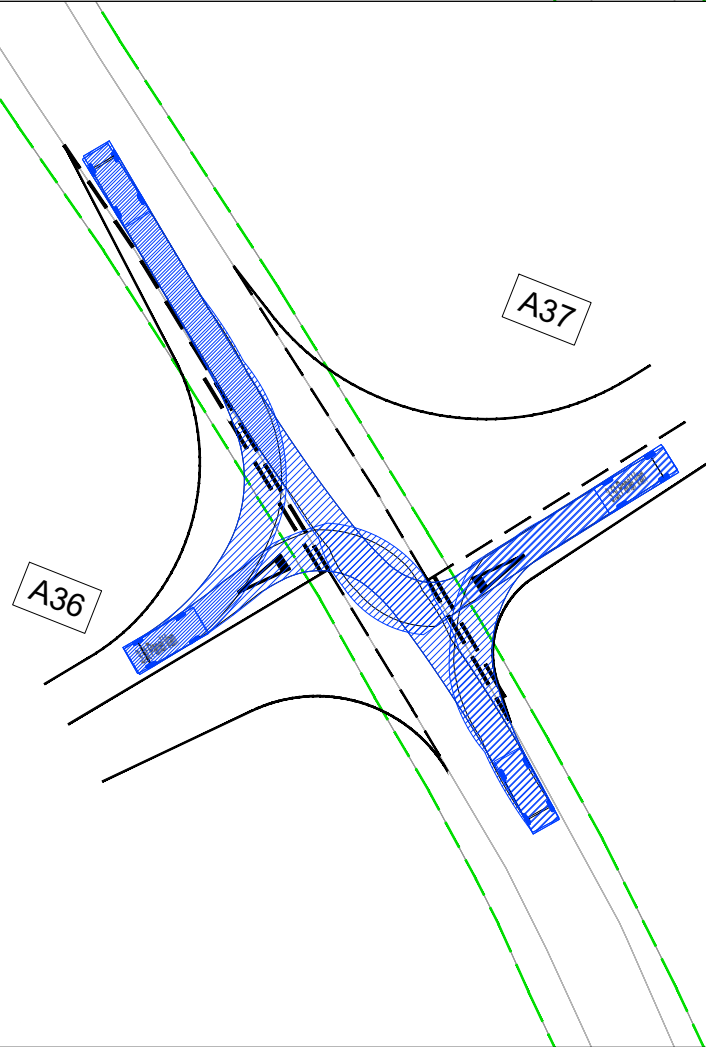
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



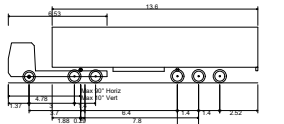
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

VEHICLE TRACKING



|                                                   |         |
|---------------------------------------------------|---------|
| Max Legal Length (UK) Articulated Vehicle (16.5m) | 16.500m |
| Overall Length                                    | 2.550m  |
| Overall Width                                     | 3.681m  |
| Overall Body Height                               | 0.411m  |
| Min Body Ground Clearance                         | 2.500m  |
| Max Track Width                                   | 6.500s  |
| Lock to lock time                                 | 6.530m  |
| Kerb to Kerb Turning Radius                       |         |



|                             |        |
|-----------------------------|--------|
| 3.5t Panel Van              | 5.339m |
| Overall Length              | 1.996m |
| Overall Width               | 2.565m |
| Overall Body Height         | 0.338m |
| Min Body Ground Clearance   | 1.996m |
| Track Width                 | 4.00s  |
| Lock to lock time           | 6.400m |
| Kerb to Kerb Turning Radius |        |

|   |                                        |
|---|----------------------------------------|
| — | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

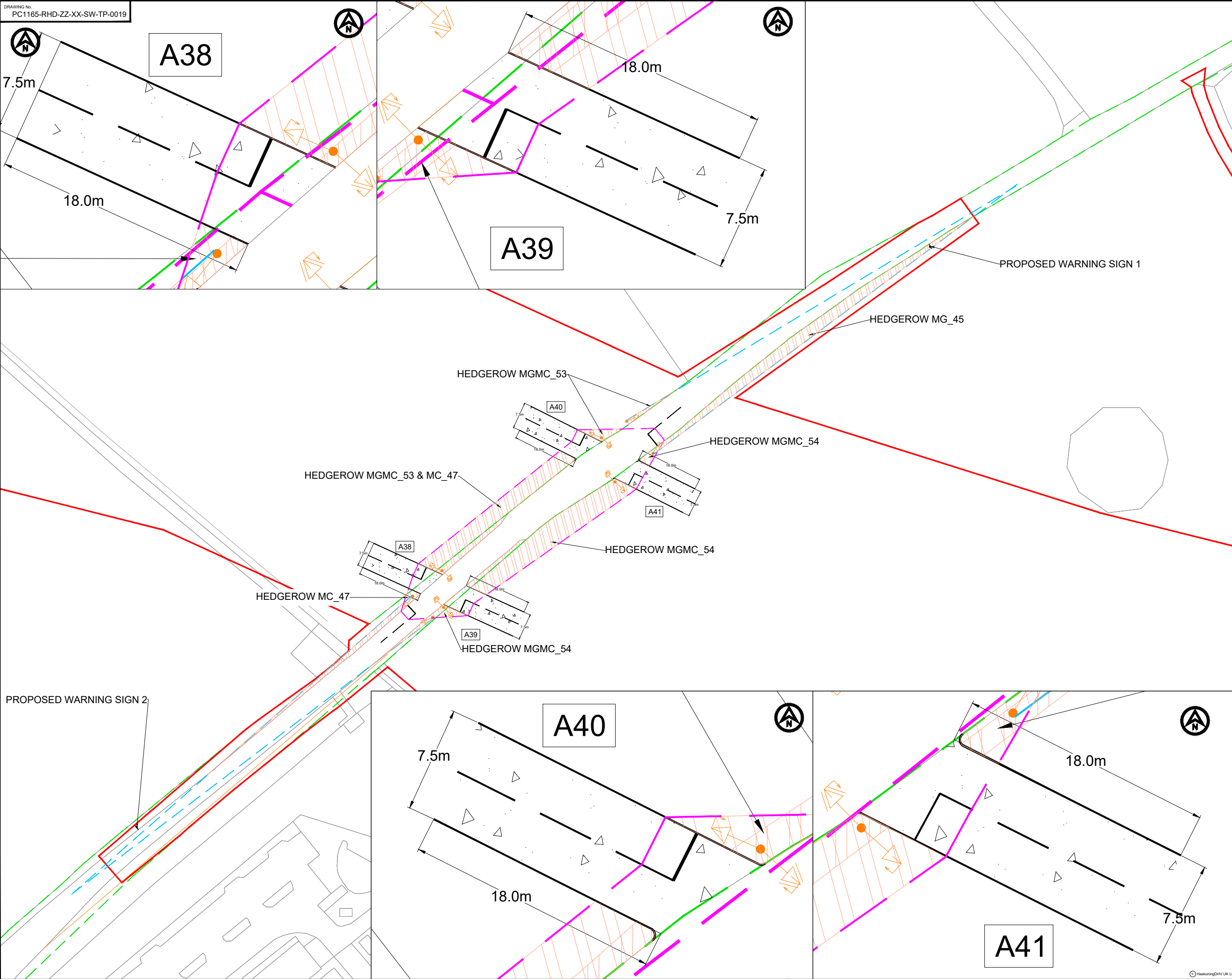
TITLE

ACCESS A36 AND A37 SWEEP PATH ANALYSIS



|                |                             |              |
|----------------|-----------------------------|--------------|
| DRAWN          | CHECKED                     | APPROVED     |
| CB             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 05.05.2023     | 1:500                       |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0059 | REVISION     |
| CLIENT DWG No. |                             | P02          |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0019



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 11 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary:  
Sign 1 - 3.41m  
Sign 2 - 2.58m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - INTERVISIBILITY ZONE FOR SIGNAL CONTROLLED JUNCTION
  - INTERPOLATED 128m VISIBILITY TO PROPOSED TRAFFIC SIGNALS
  - PROPOSED TRAFFIC SIGNAL POLE
  - PROPOSED PRIMARY RED AMBER GREEN TRAFFIC SIGNAL
  - PROPOSED PRIMARY RED AMBER GREEN AHEAD TRAFFIC SIGNAL
  - PROPOSED SECONDARY RED AMBER GREEN AHEAD TRAFFIC SIGNAL
  - PROPOSED WARNING SIGN (NOTE 7)
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MCMC\_53, MC\_47, MG\_45 & MGMC\_54 TO BE REMOVED WITHIN VISIBILITY SPILL (NOTE 6)

|     |          |                                       |    |     |     |
|-----|----------|---------------------------------------|----|-----|-----|
| P05 | 23.05.25 | WARNING SIGNS ADDED                   | KP | SKT | SKT |
| P04 | 10.06.20 | VISIBILITY TO SIGNALS UPDATED         | KP | SKT | SKT |
| P03 | 10.05.20 | SIGNALISED CROSSING HW BOUNDARY ADDED | KP | SKT | SKT |
| P02 | 02.05.24 | UPDATED WORK AREA AND ORDER LIMITS    | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                           | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                           | BY | CHK | APP |

REVISIONS

CLIENT

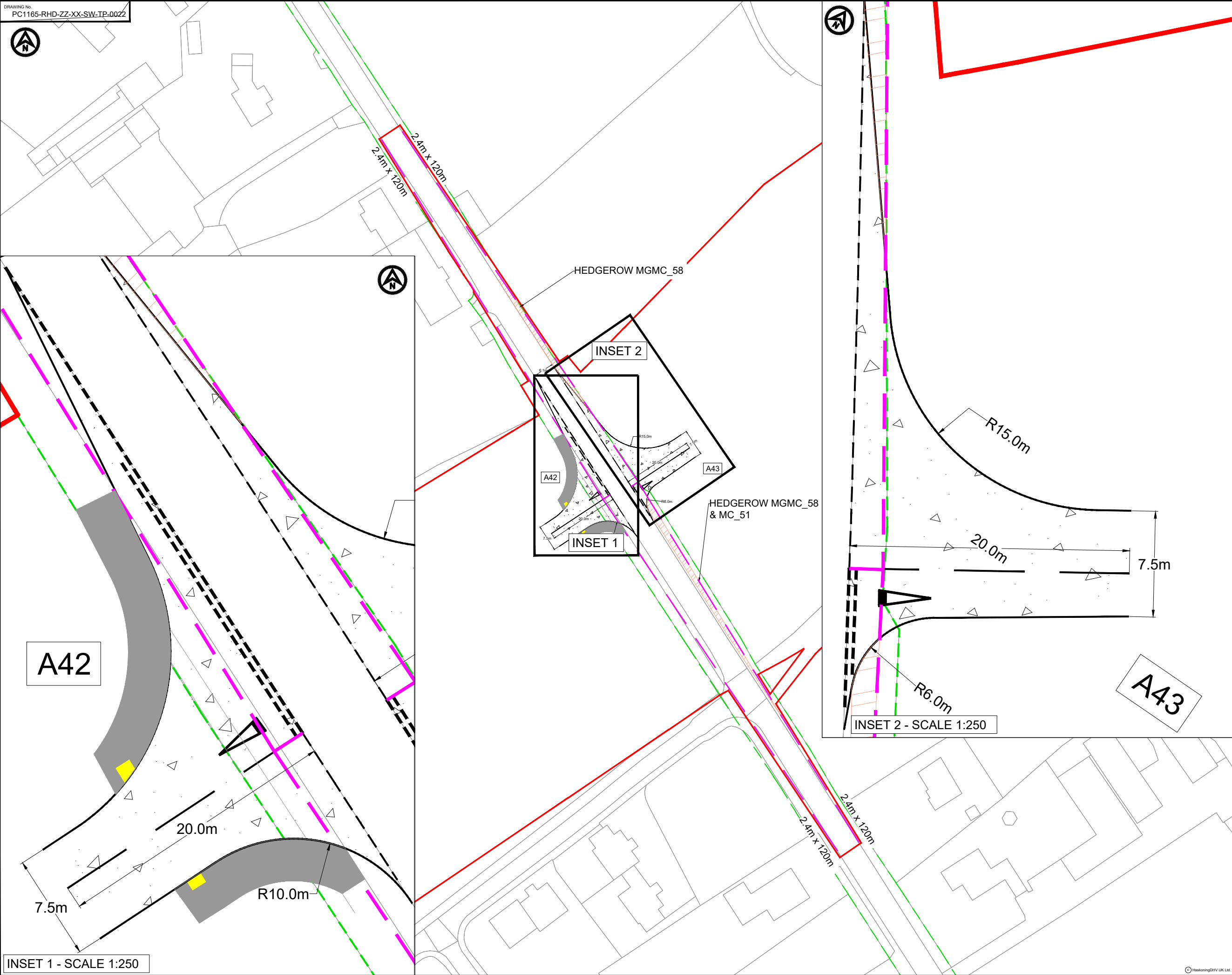
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
CROSSING A38, A39, A40 AND A41 GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0019 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P05 |



**NOTES**

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 11 of 19.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - PROPOSED NEW FOOTWAY FACILITY
  - PROPOSED NEW UNCONTROLLED TACTILE PAVING
  - AREA OF HEDGEROWS MC\_51 & MGMC\_58 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 02.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

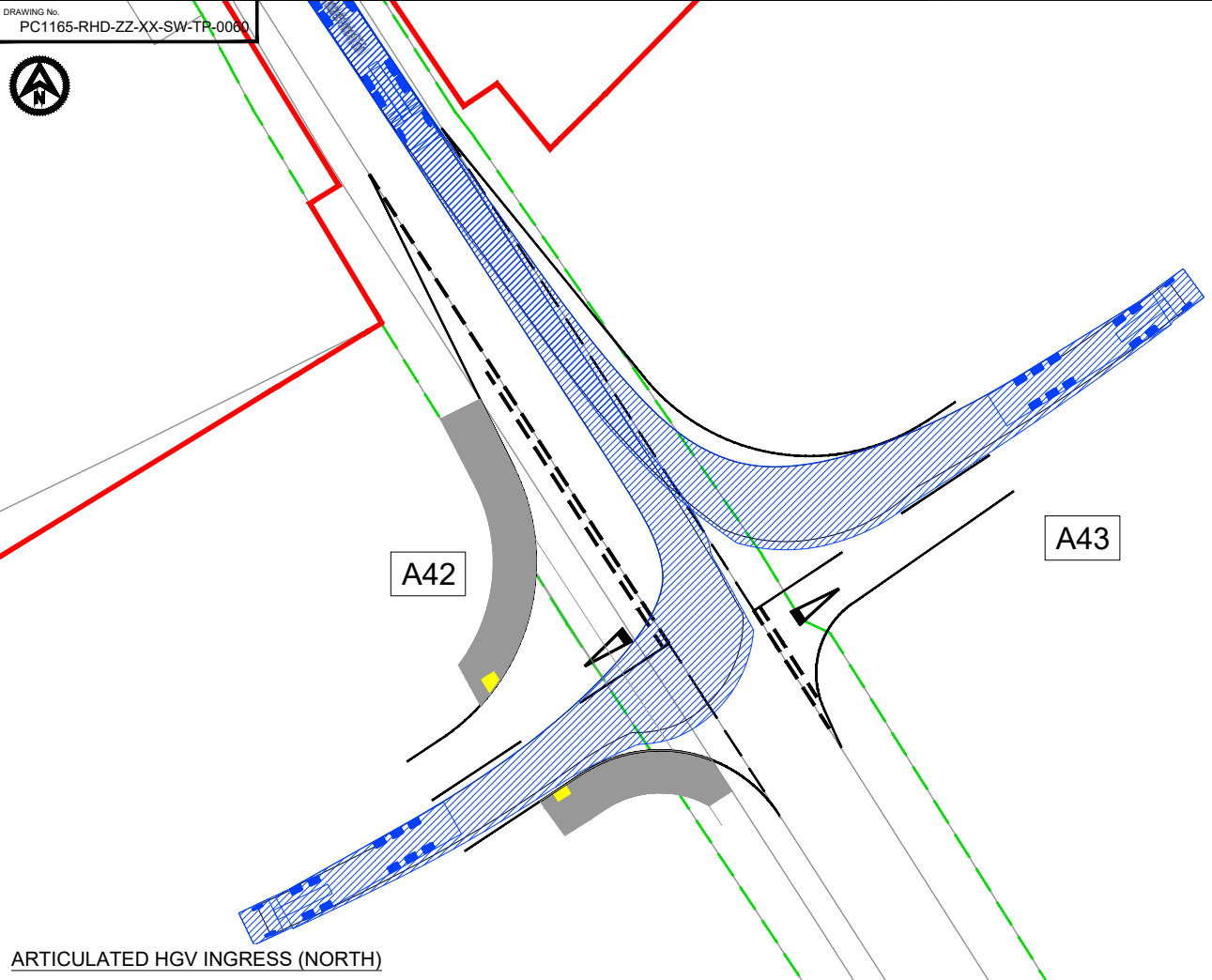
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

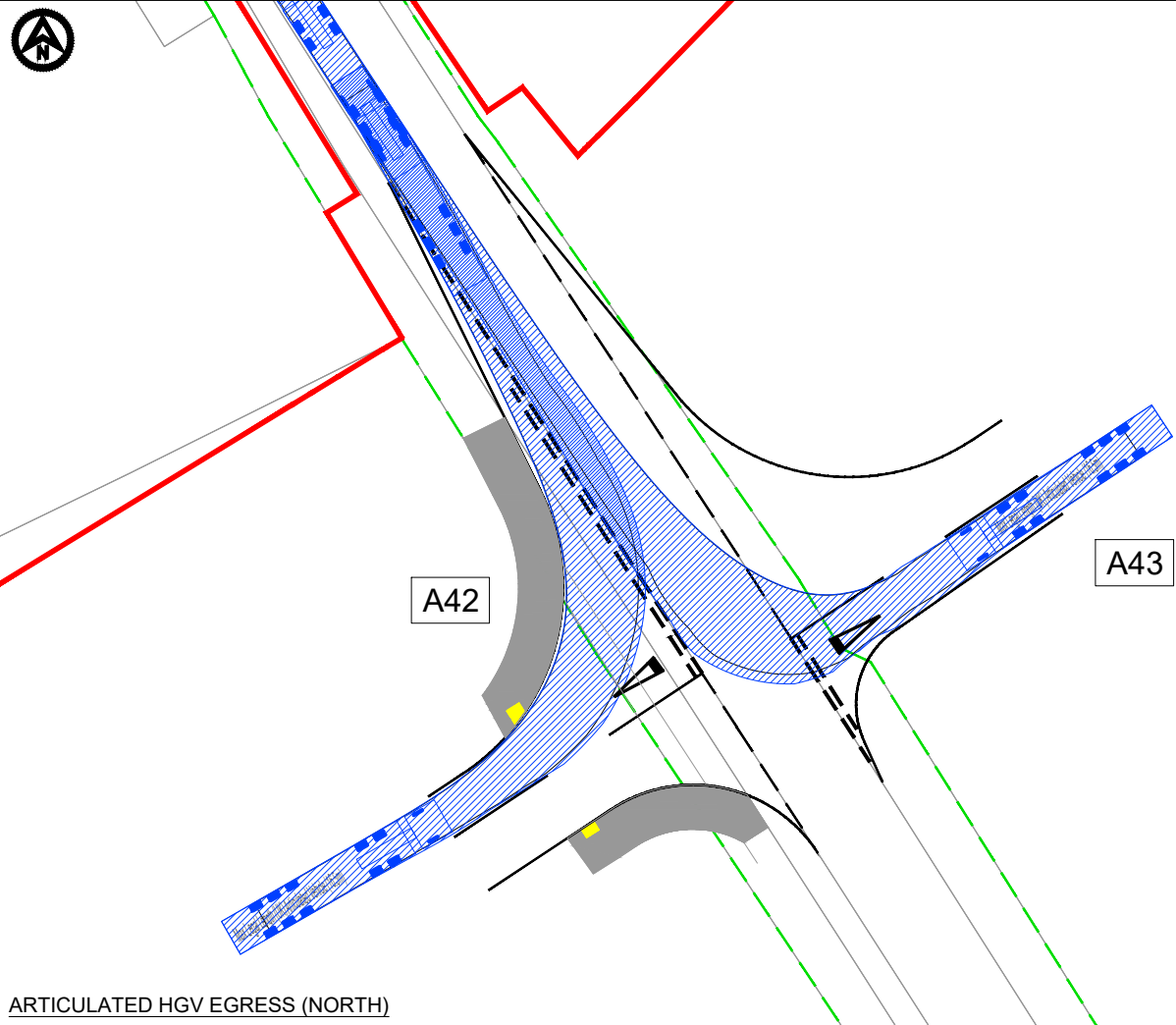
ACCESS A42 AND A43 GENERAL ARRANGEMENT



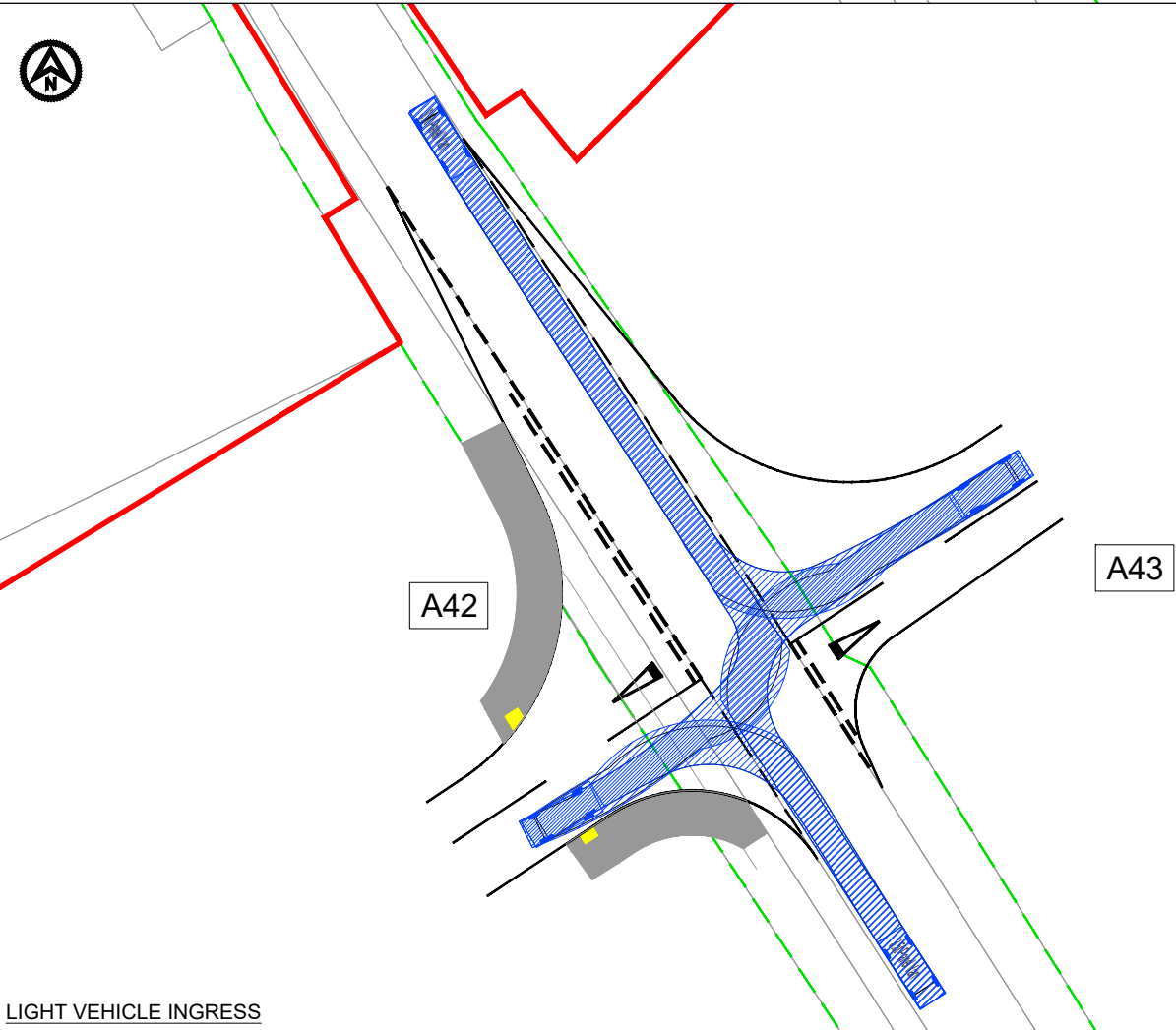
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|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0022 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |



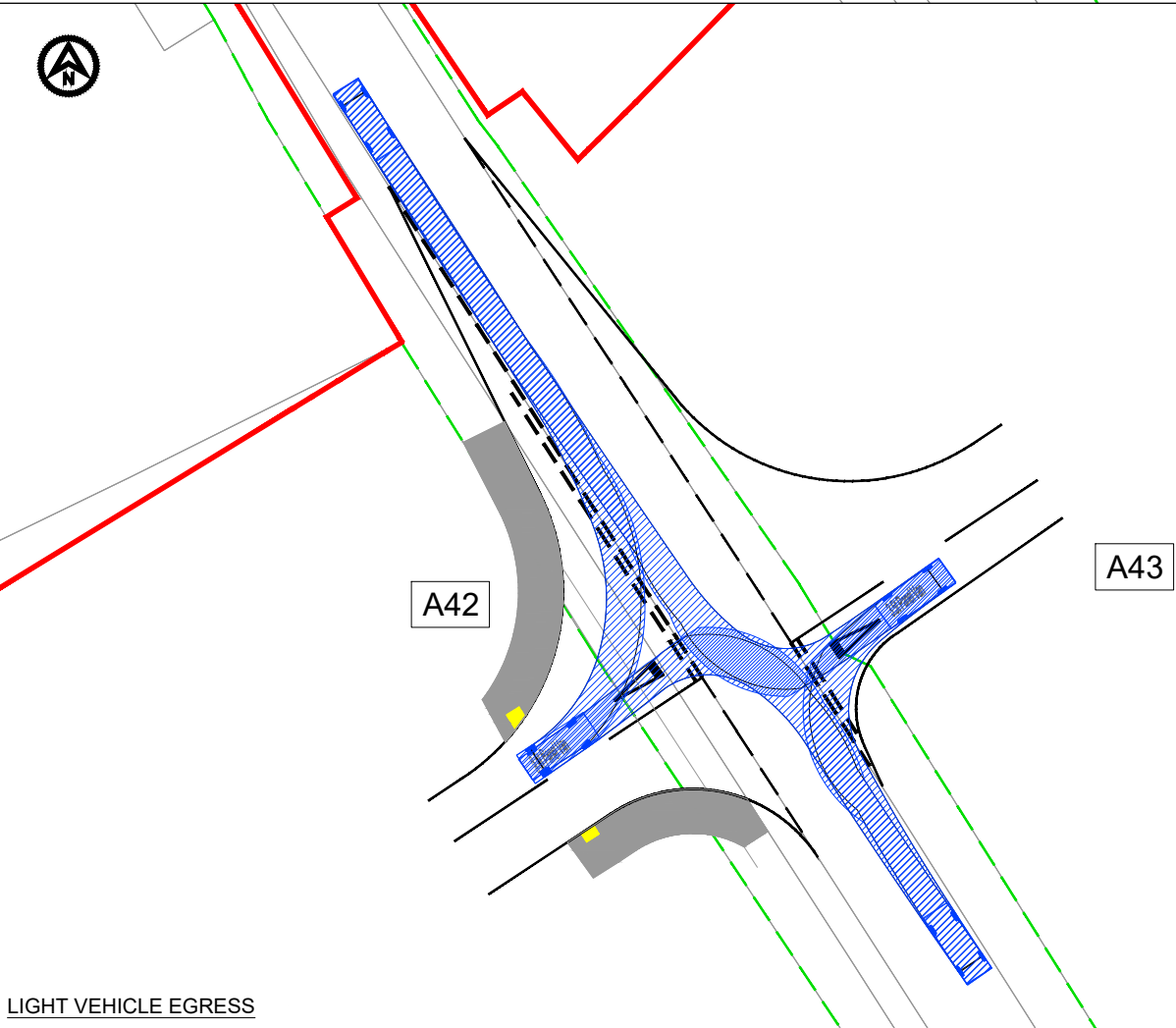
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



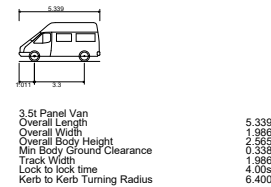
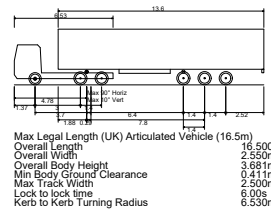
LIGHT VEHICLE EGRESS

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED NEW FOOTWAY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

VEHICLE TRACKING



- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

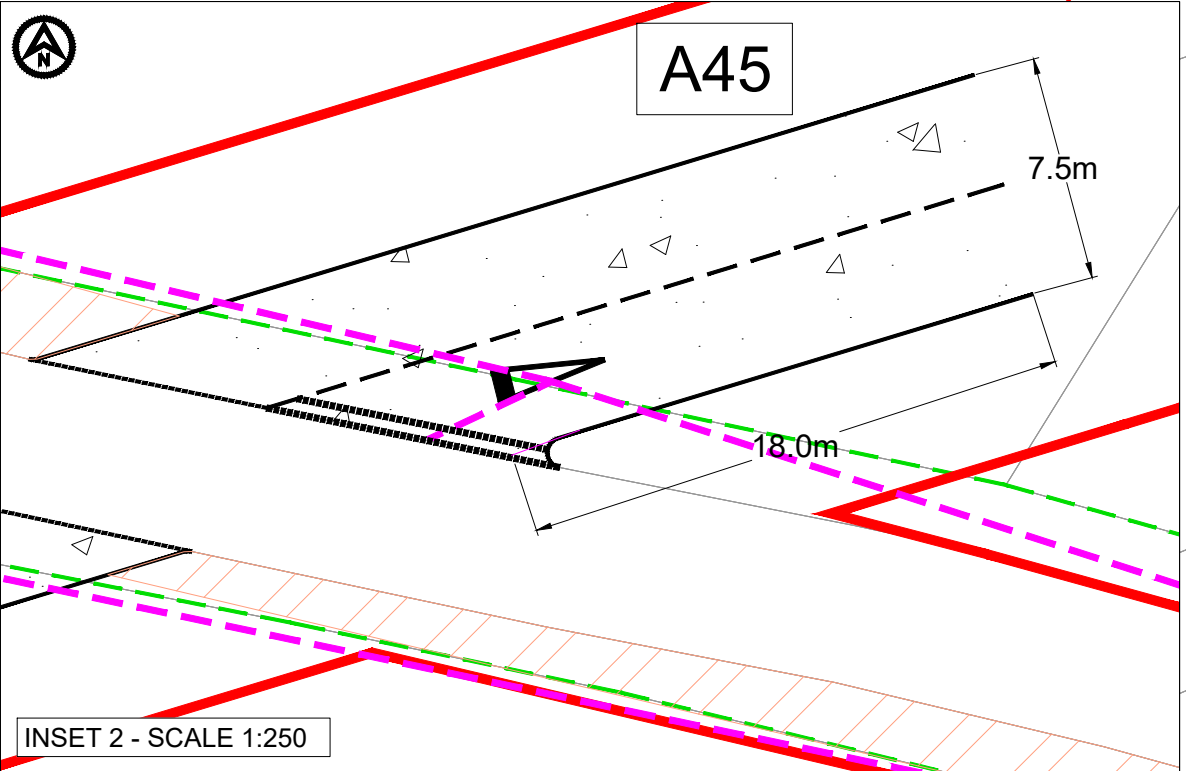
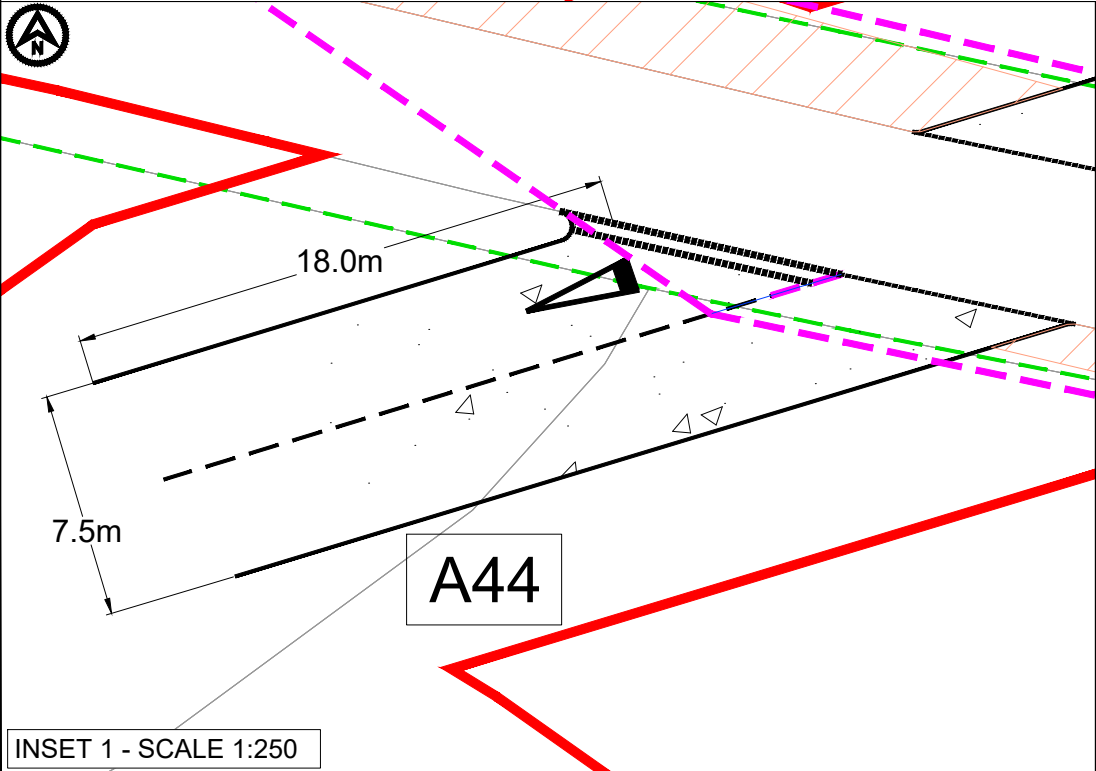
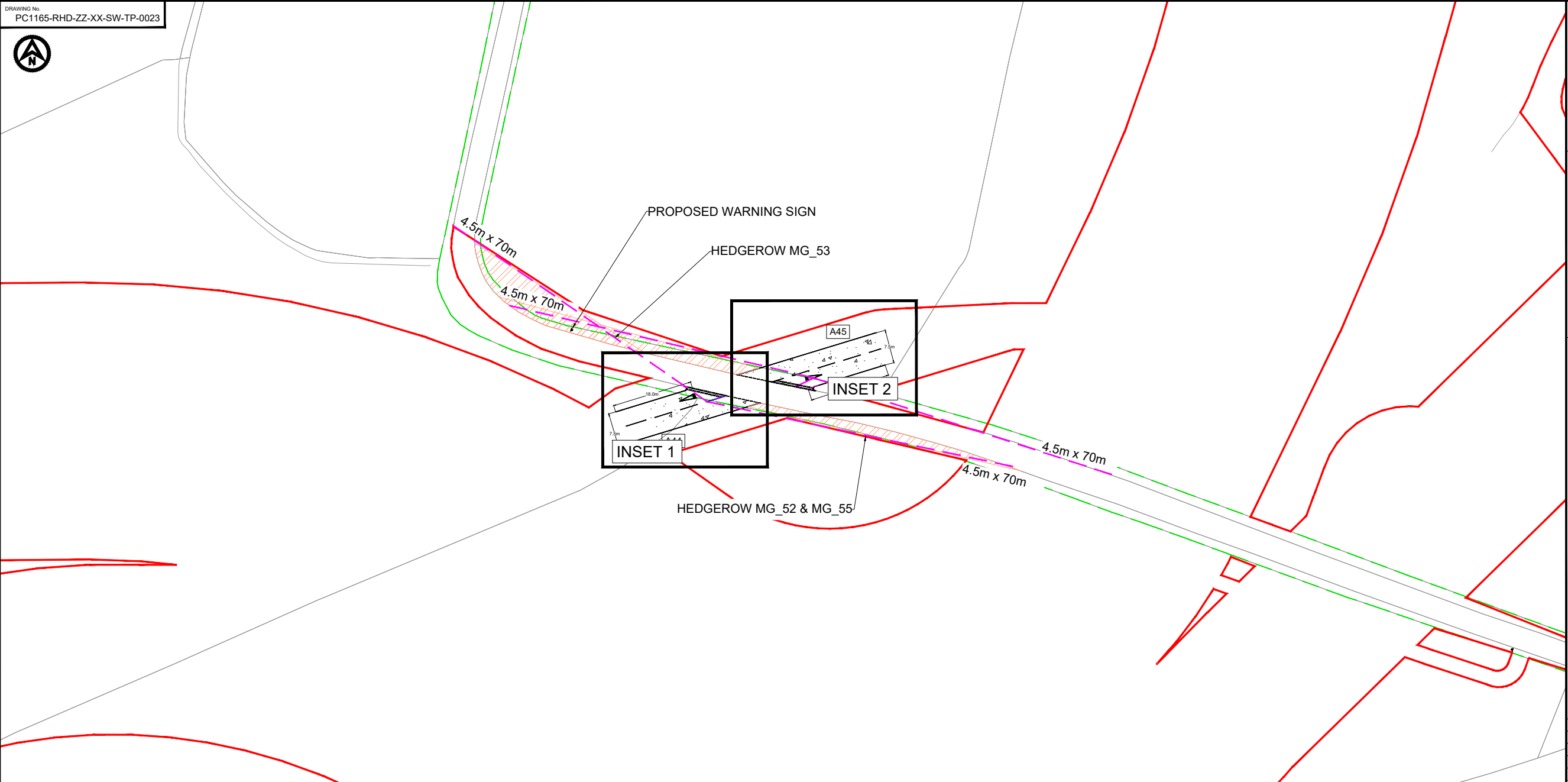
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A42 AND A43 SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.2023                  | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0060 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 11 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 5.84m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MG\_53, MG\_52 & MG\_55 TO BE REMOVED WITHIN VISIBILITY SPY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)

| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |
|-----|----------|----------------------------------------|----|-----|-----|
| P05 | 23.08.25 | VISIBILITY AND GEOMETRY AMENDED        | KP | SKT | SKT |
| P04 | 15.08.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P02 | 15.05.23 | UPDATES IN LINE WITH COMMENTS          | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |

| REVISIONS |
|-----------|
| CLIENT    |

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
CROSSING A44 AND A45 GENERAL ARRANGEMENT

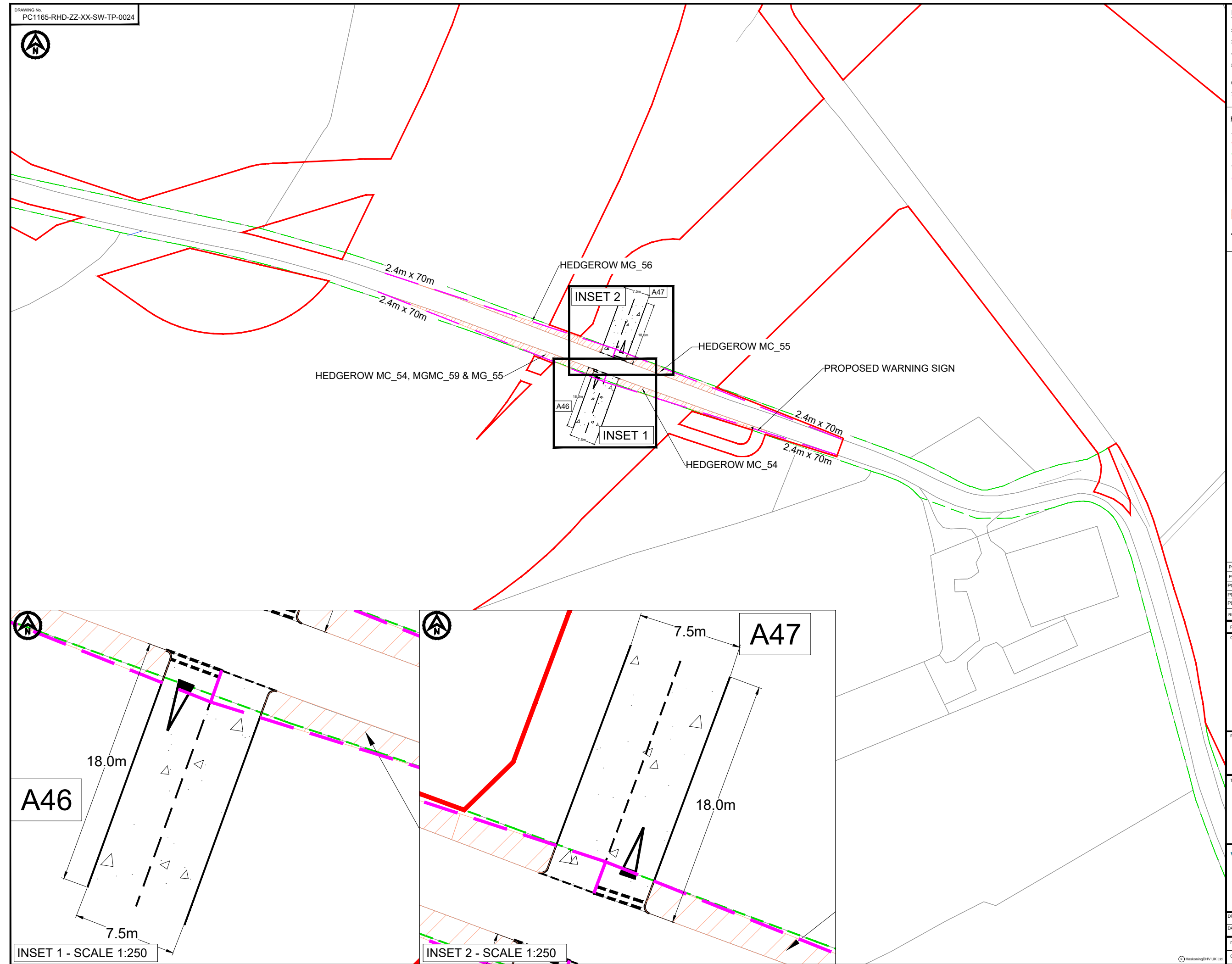


| DRAWN          | CHECKED                     | SKT          | APPROVED | SKT |
|----------------|-----------------------------|--------------|----------|-----|
| DATE           | SCALE AT A3                 | AUTOCAD REF. |          |     |
| 05.05.23       | 1:1000                      |              |          |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0023 | REVISION     |          |     |
| CLIENT DWG No. |                             |              |          | P05 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 11 of 19.
  7. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and DCO boundary - 1.2m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - AREA OF HEDGEROWS MG\_56, MC\_55, MC\_54, MGMC\_59 & MG\_55 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
  - PROPOSED WARNING SIGN (NOTE 7)



|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P05 | 21.08.25 | LAYOUT AMENDED AND WARNING SIGN ADDED  | KP | SKT | SKT |
| P04 | 15.08.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 02.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P02 | 15.05.23 | UPDATED IN LINE WITH COMMENTS          | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
CROSSING A46 AND A47  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0024 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P05 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0159



EXISTING SPEED LIMIT TERMINAL  
SIGNS TO BE REPLACED WITH  
30mph REPEATERS

30mph REPEATER

30mph REPEATER

ACCESS 44/ ACCESS 45

ACCESS 46/ ACCESS 47

30mph REPEATER

30mph/ NSL TERMINAL

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. Existing terminal sign at northern extent to be taken down and stored, replaced with 30mph repeater sign.

| KEY |                                                       |
|-----|-------------------------------------------------------|
|     | EXISTING ARRANGEMENT                                  |
|     | MORGAN AND MORECAMBE ORDER LIMITS                     |
|     | INDICATIVE HIGHWAY BOUNDARY                           |
|     | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                |
|     | EXTENTS OF 30mph TEMPORARY TRAFFIC REGULATION ORDER   |
|     | PROPOSED TERMINAL/ REPEATER SPEED LIMIT SIGN (NOTE 3) |

|     |          |             |    |     |     |
|-----|----------|-------------|----|-----|-----|
| P01 | 23.06.25 | FIRST ISSUE | KP | SKT | SKT |
| REV | DATE     | DESCRIPTION | BY | CHK | APP |

REVISIONS

CLIENT

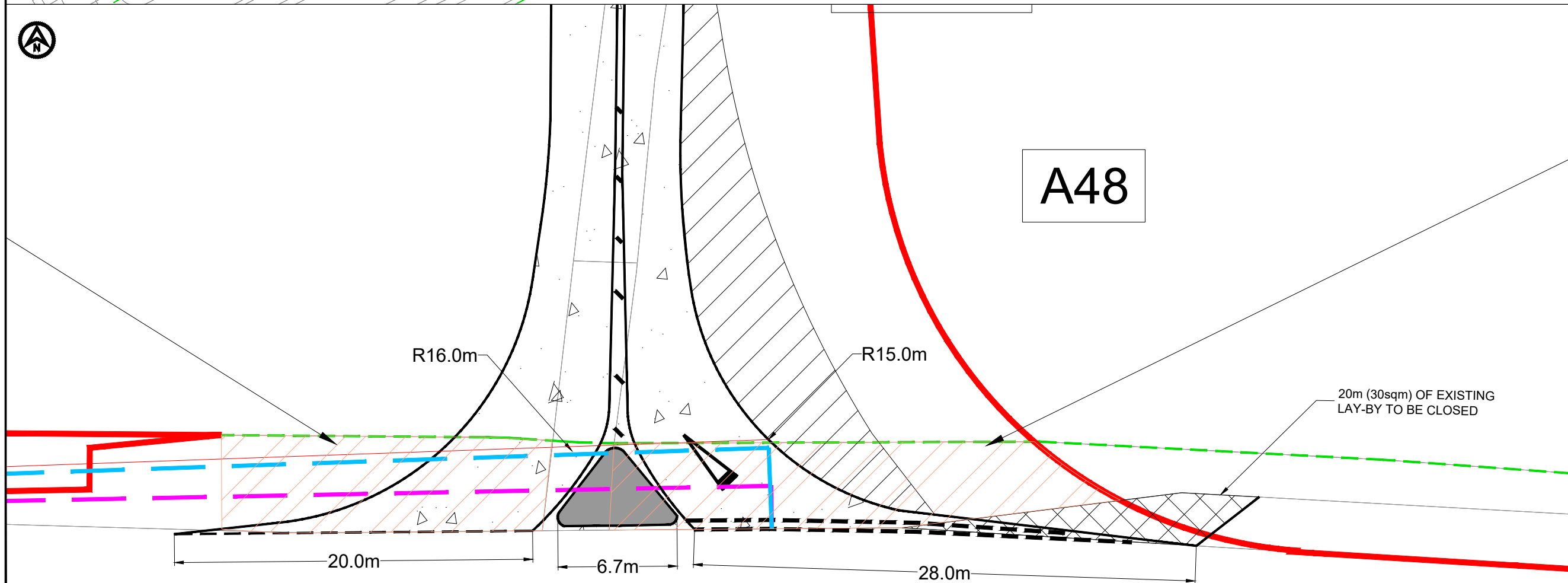
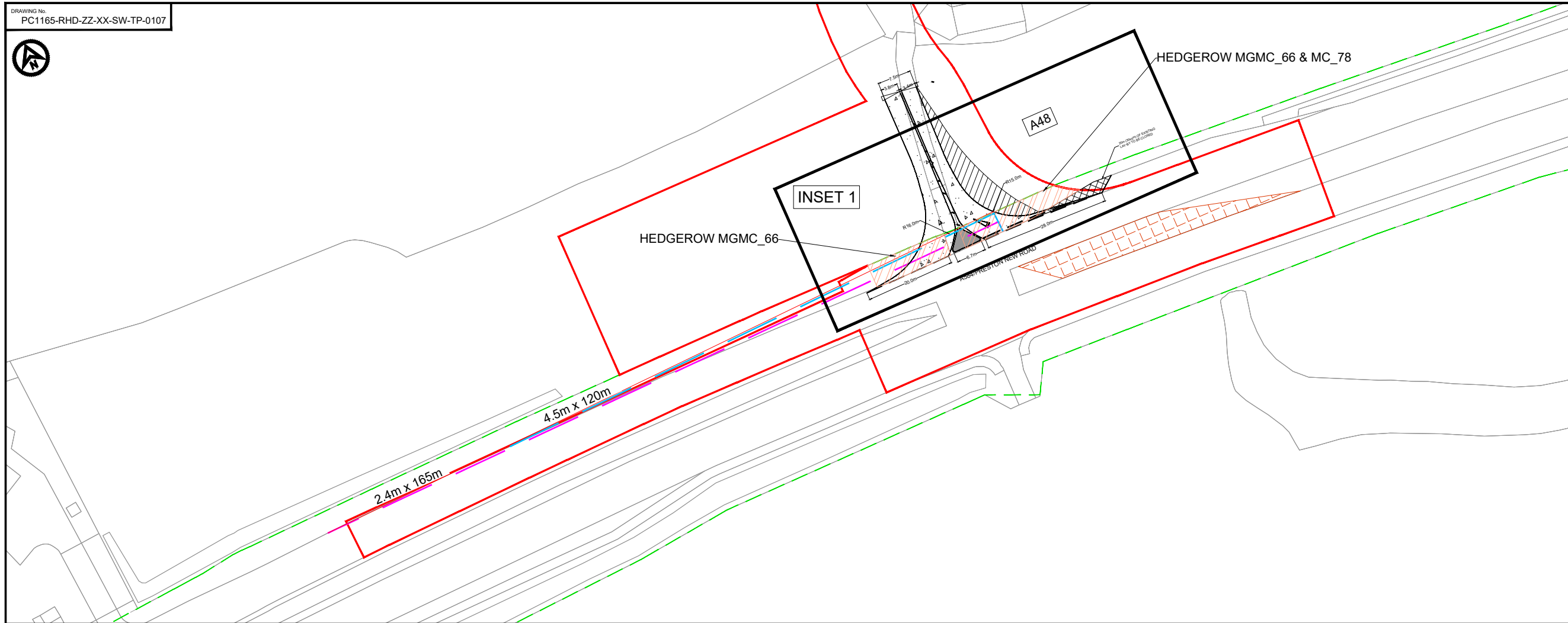
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
LOWER LANE  
30mph TEMPORARY TRAFFIC  
REGULATION ORDER PLAN



|                                         |          |             |       |              |          |
|-----------------------------------------|----------|-------------|-------|--------------|----------|
| DRAWN                                   | KP       | CHECKED     | SKT   | APPROVED     | SKT      |
| DATE                                    | 14.05.25 | SCALE AT A3 | 1:500 | AUTOCAD REF. |          |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0160 |          |             |       |              | REVISION |
| CLIENT DWG No.                          |          |             |       |              | P01      |



INSET 1 - SCALE 1:250

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Extents of island to be temporarily adjusted to accommodate the special order abnormal load delivery. Accommodation works to be completed shortly prior to move and barriers reinstated as soon as practicable following move. Temporary barriers to be provided in the interim period.
  7. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 13 of 19.

| KEY |                                                                                  |
|-----|----------------------------------------------------------------------------------|
|     | EXISTING ARRANGEMENT                                                             |
|     | MORGAN AND MORECAMBE ORDER LIMITS                                                |
|     | INDICATIVE HIGHWAY BOUNDARY                                                      |
|     | VISIBILITY SPLAY 2.4m x 160m                                                     |
|     | VISIBILITY SPLAY 4.5m x 120m AS DISCUSSED WITH LCC                               |
|     | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                           |
|     | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                           |
|     | PROPOSED EXTENTS OF JUNCTION WIDENING                                            |
|     | EXTENTS OF EXISTING LAY-BY TO BE CLOSED                                          |
|     | TEMPORARY AMENDMENTS TO CENTRAL ISLAND (NOTE 6)                                  |
|     | PROPOSED GATE                                                                    |
|     | PROPOSED SPLITTER ISLAND                                                         |
|     | AREA OF HEDGEROWS MGMC_66 & MC_78 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 7) |

| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |
|-----|----------|------------------------------------|----|-----|-----|
| P05 | 23.08.25 | HEADGROW REMOVAL ADDED             | KP | SKT | SKT |
| P04 | 15.08.25 | HW BOUNDARY ADDED AND VIS AMENDED  | KP | SKT | SKT |
| P03 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P02 | 25.03.24 | UPDATED M&M ACCESS TRACK           | AA | SKT | SKT |
| P01 | 05.12.23 | FIRST ISSUE                        | AA | SKT | SKT |

REVISIONS

CLIENT

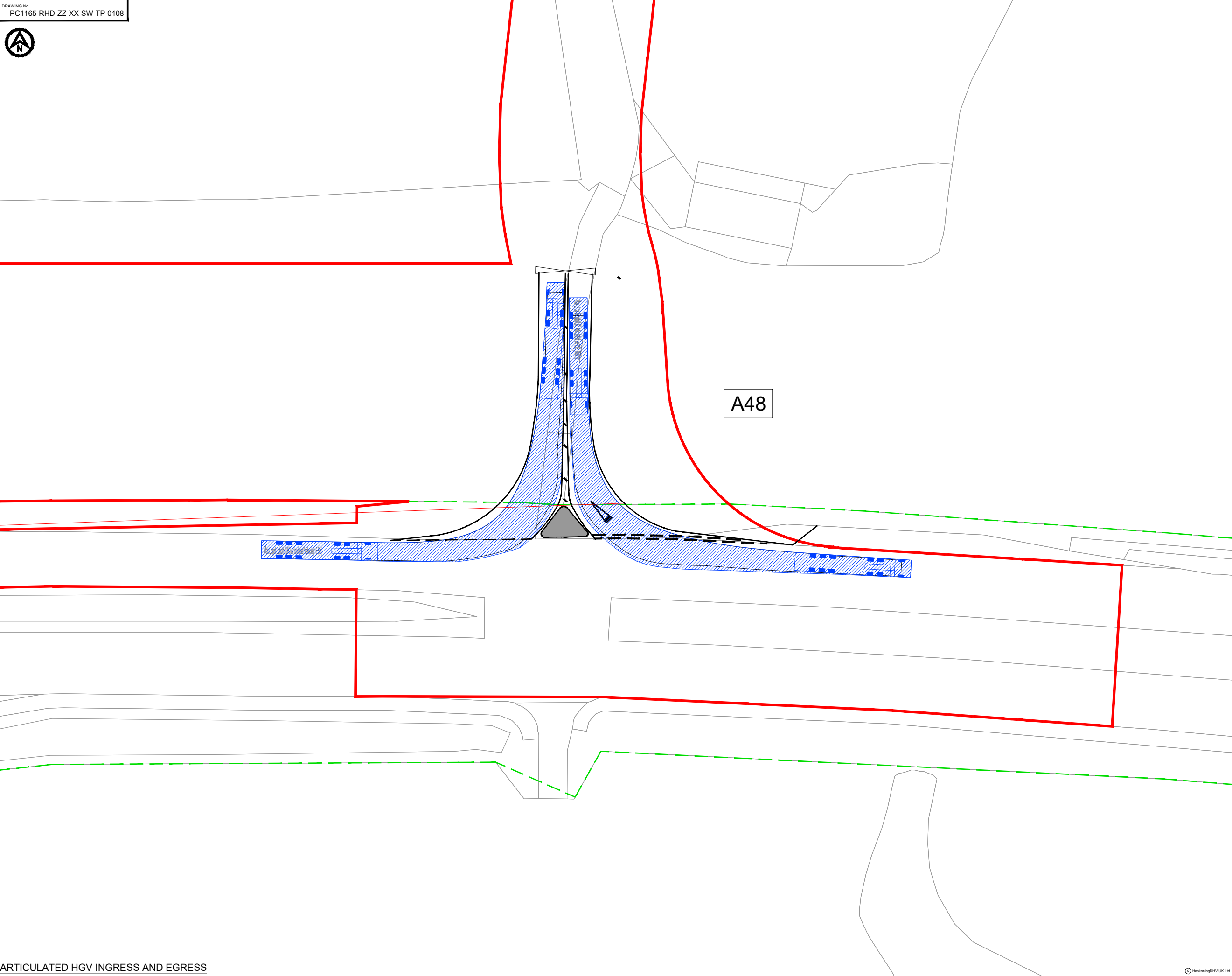
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
A48 ACCESS GENERAL ARRANGEMENT



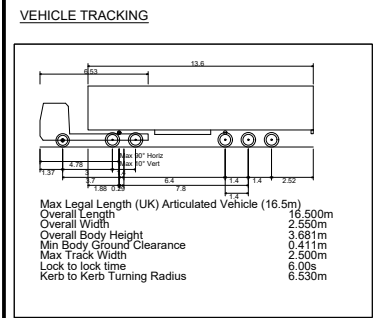
| DRAWN          | CHECKED                     | APPROVED     |
|----------------|-----------------------------|--------------|
| AA             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 05.12.23       | 1:1000                      |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0107 | REVISION     |
| CLIENT DWG No. |                             | P05          |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

**KEY**

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |
| — | PROPOSED GATE                          |



**VEHICLE BODY SWEPT PATH (FORWARD GEAR)**

|   |                                        |
|---|----------------------------------------|
| — | VEHICLE BODY SWEPT PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEPT PATH             |

|     |          |                          |    |     |     |
|-----|----------|--------------------------|----|-----|-----|
| P03 | 15.09.23 | HW BOUNDARY ADDED        | KP | SKT | SKT |
| P02 | 25.03.24 | UPDATED M&M ACCESS TRACK | AA | SKT | SKT |
| P01 | 05.12.23 | FIRST ISSUE              | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION              | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

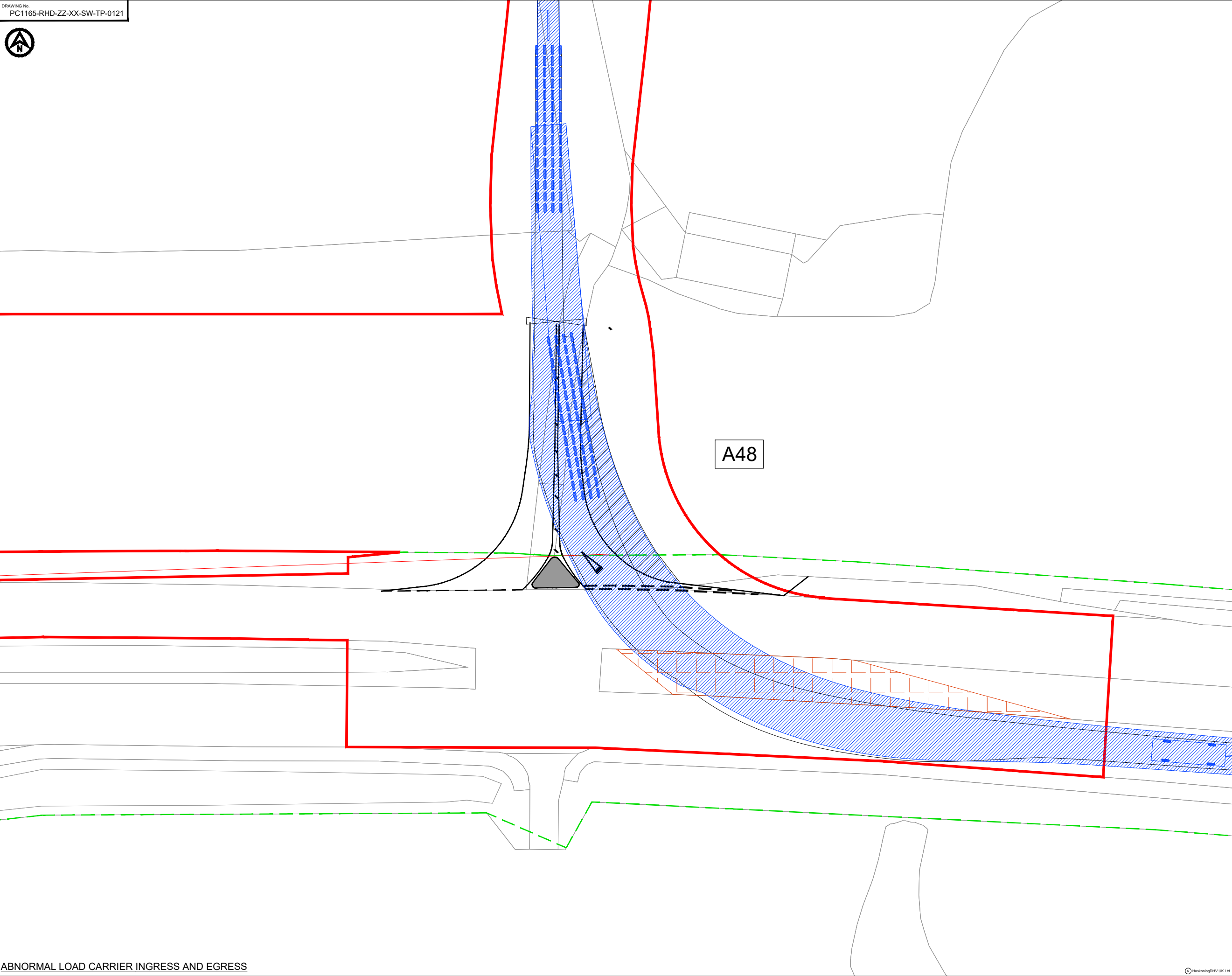
PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
A48 ACCESS  
SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0108 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P03 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0121



**NOTES**

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
3. Extents of island to be temporarily adjusted to accommodate the special order abnormal load delivery. Accommodation works to be completed shortly prior to move and barriers reinstated as soon as practicable following move. Temporary barriers to be provided in the interim period.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ▨ PROPOSED EXTENTS OF JUNCTION WIDENING
- ▨ TEMPORARY AMENDMENTS TO CENTRAL ALIGNMENT (NOTE 3)
- ◁ PROPOSED GATE

**VEHICLE TRACKING**

|                             |         |
|-----------------------------|---------|
| Abnormal Load Carrier       | 80.103m |
| Overall Length              | 5.900m  |
| Overall Width               | 3.750m  |
| Max Body Height             | 0.750m  |
| Max Body Ground Clearance   | 3.700m  |
| Max Track Width             | 6.00m   |
| Lock to lock time           | 31.150m |
| Wall to Wall Turning Radius | 31.150m |

▨ VEHICLE BODY SWEEP PATH (FORWARD GEAR)

— VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P02 | 25.03.24 | UPDATED M&M ACCESS TRACK                | AA | SKT | SKT |
| P01 | 11.12.23 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

A48 ACCESS SWEEP PATH ANALYSIS - ABNORMAL LOAD CARRIER

Westpoint, Peterborough Business Park,  
Peterborough PE2 6PZ  
Tel: +44(0)1932 569596  
www.royalhaskoningdhv.com

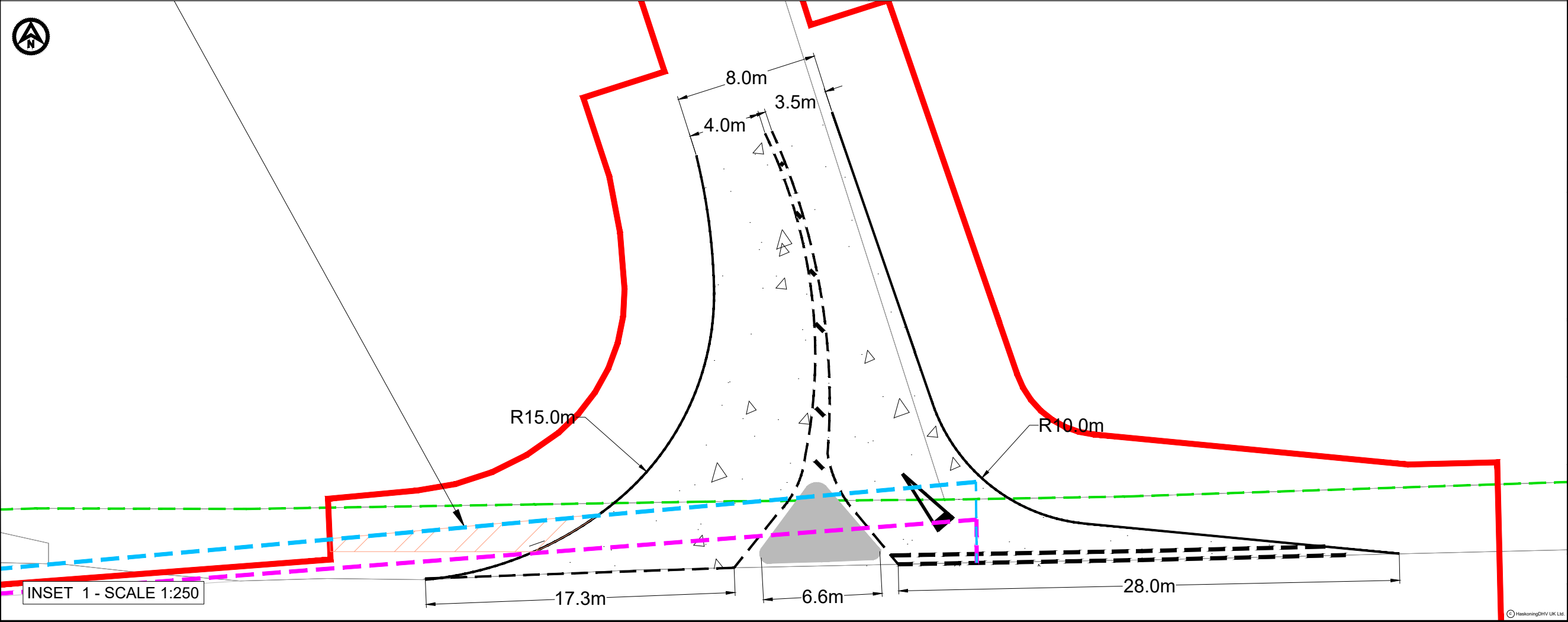
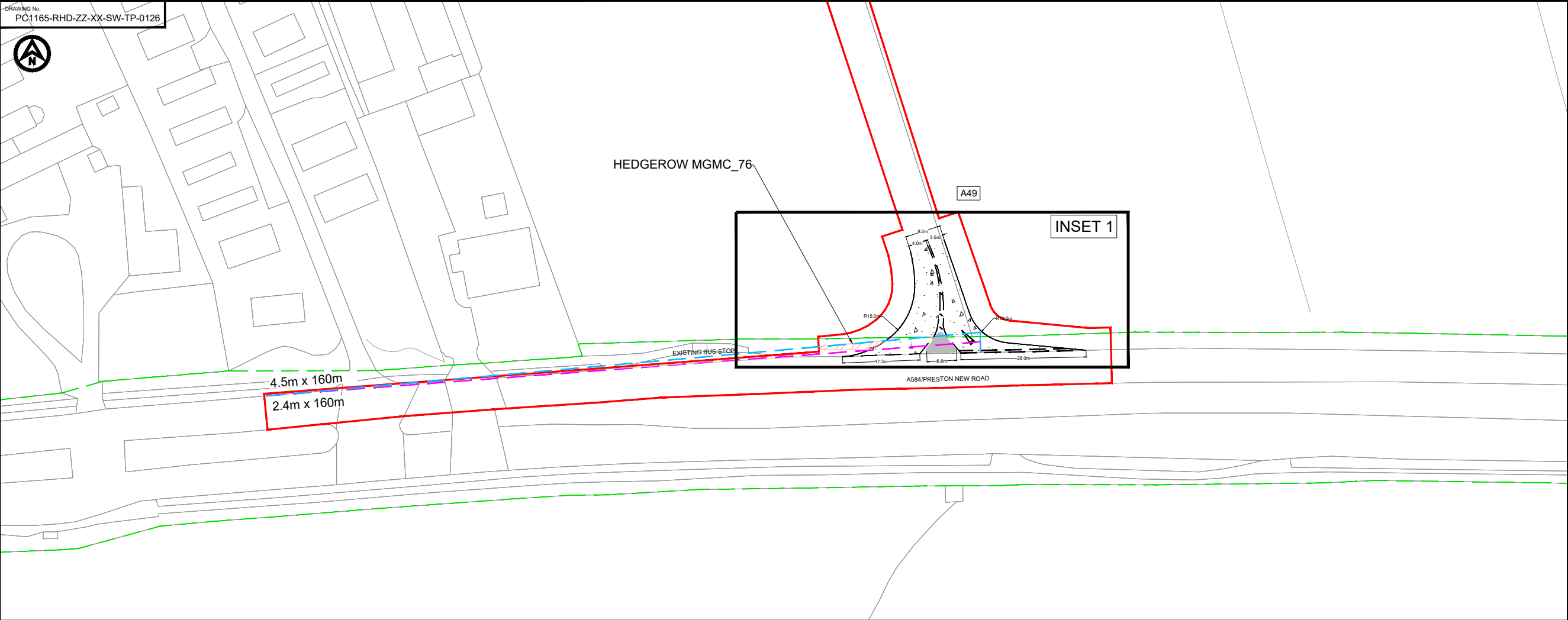
**Royal HaskoningDHV**  
Enhancing Society Together

|                                         |             |              |
|-----------------------------------------|-------------|--------------|
| DRAWN                                   | CHECKED     | APPROVED     |
| AA                                      | SKT         | SKT          |
| DATE                                    | SCALE AT A3 | AUTOCAD REF. |
| 11.12.23                                | 1:500       |              |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0121 |             |              |
| CLIENT DWG No.                          |             |              |
| REVISION                                |             |              |
| P03                                     |             |              |

ABNORMAL LOAD CARRIER INGRESS AND EGRESS

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DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0126



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 13 of 19.

| KEY |                                                                          |
|-----|--------------------------------------------------------------------------|
|     | EXISTING ARRANGEMENT                                                     |
|     | MORGAN AND MORECAMBE ORDER LIMITS                                        |
|     | INDICATIVE HIGHWAY BOUNDARY                                              |
|     | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                   |
|     | VISIBILITY SPLAY 2.4m x 160m                                             |
|     | VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION                           |
|     | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                   |
|     | PROPOSED FOOTWAY FACILITY/ SPLITTER ISLAND                               |
|     | AREA OF HEDGEROWS MGMC_76 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 13.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 13.12.23 | FIRST ISSUE                            | AA | SKT | SKT |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A49  
GENERAL ARRANGEMENT



| DRAWN          | CHECKED                     | APPROVED     |
|----------------|-----------------------------|--------------|
| AA             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 13.12.23       | 1:1000                      |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0126 | REVISION     |
| CLIENT DWG No. |                             | P03          |

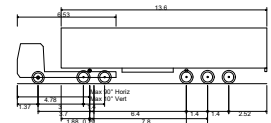


- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- TRIANGLE SPLITTER ISLAND

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m  
Overall Length 2.550m  
Overall Width 3.681m  
Overall Body Height 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.550m

- ▨ VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |            |                   |    |     |     |
|-----|------------|-------------------|----|-----|-----|
| P02 | 15.05.2023 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 12.12.23   | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE       | DESCRIPTION       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

**TITLE**

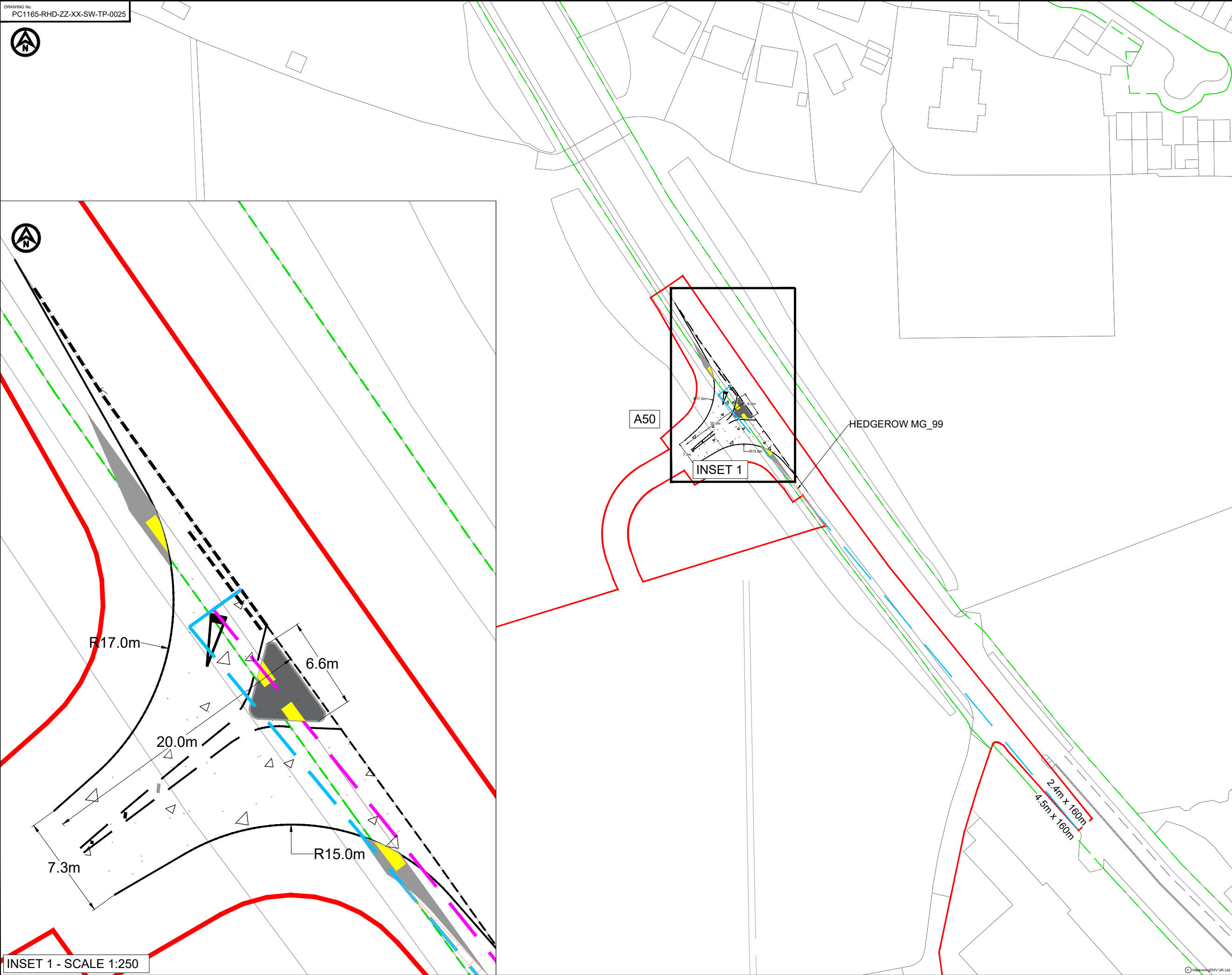
ACCESS A49  
SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 13.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0127 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

ARTICULATED HGV INGRESS AND EGRESS

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0025



INSET 1 - SCALE 1:250

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 15 of 19.
  7. Requirement for diverge tapers to be determined once daily flows into access established.

KEY

|   |                                                                        |
|---|------------------------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS                                      |
| — | INDICATIVE HIGHWAY BOUNDARY                                            |
| — | PROPOSED ROAD MARKINGS                                                 |
| — | VISIBILITY SPLAY 2.4m x 90m                                            |
| — | VISIBILITY SPLAY 4.5m x 120m (AS AGREED WITH LCC)                      |
| — | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                 |
| — | PROPOSED NEW FOOTWAY FACILITY                                          |
| — | PROPOSED NEW UNCONTROLLED TACTILE PAVING                               |
| — | AREA OF HEDGEROWS MG_99 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P03 | 15.05.23 | HW BOUNDARY ADDED AND VIS AMENDED  | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                        | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

REVISIONS

|        |
|--------|
| CLIENT |
|--------|

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A50  
GENERAL ARRANGEMENT



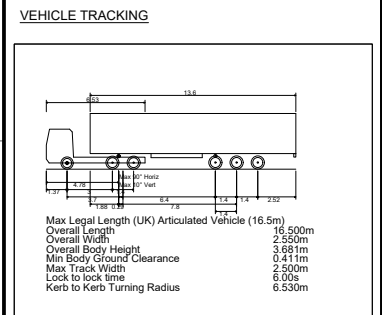
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| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0025 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|   |                                          |
|---|------------------------------------------|
| — | EXISTING ARRANGEMENT                     |
| — | MORGAN AND MORECAMBE ORDER LIMITS        |
| — | INDICATIVE HIGHWAY BOUNDARY              |
| ■ | PROPOSED NEW FOOTWAY                     |
| ■ | PROPOSED NEW UNCONTROLLED TACTILE PAVING |



|   |                                        |
|---|----------------------------------------|
| ■ | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE       | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

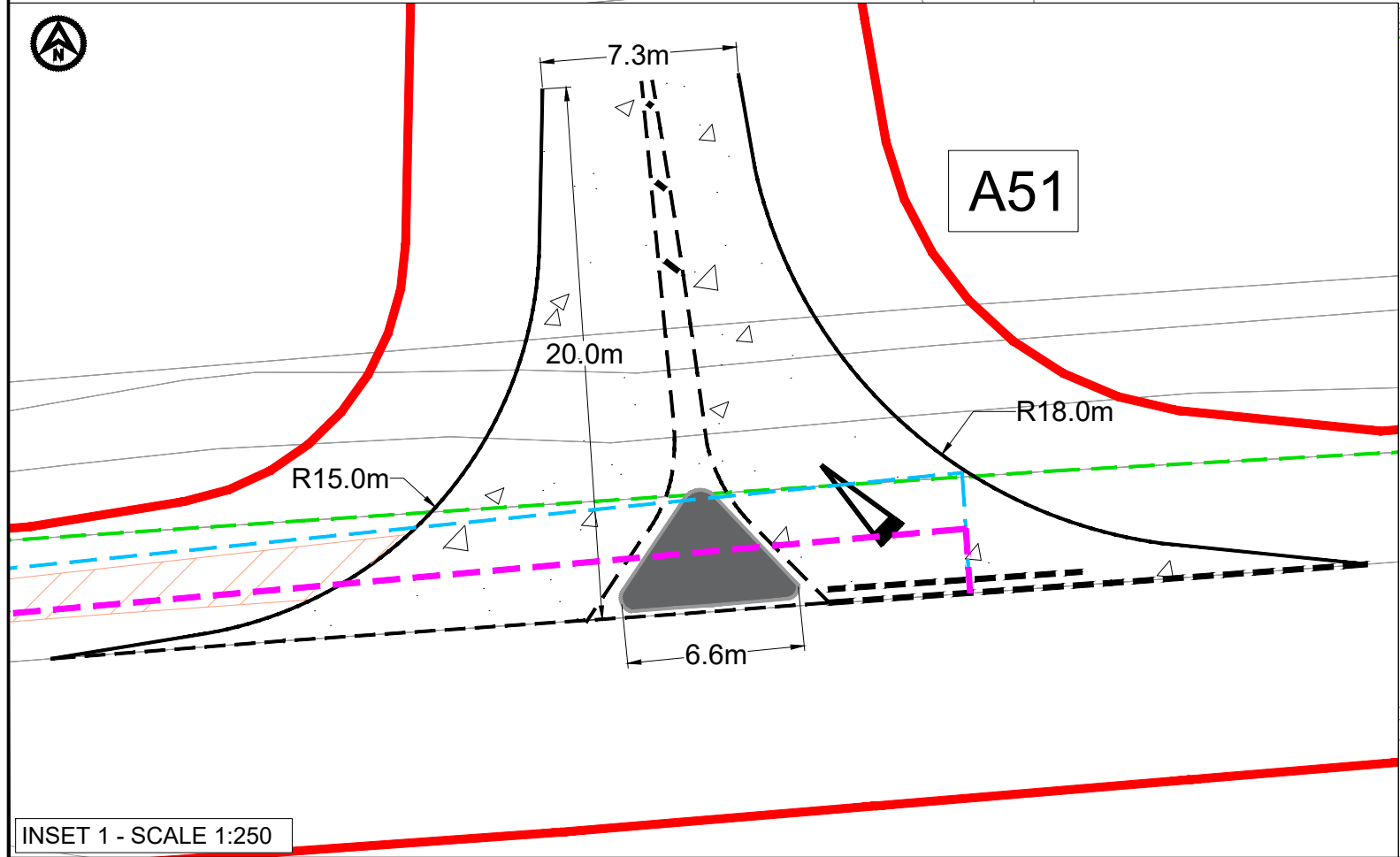
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A50  
SWEEP PATH ANALYSIS



|                |             |              |                                         |     |
|----------------|-------------|--------------|-----------------------------------------|-----|
| DRAWN          | CHECKED     | APPROVED     | SKT                                     | SKT |
| DATE           | SCALE AT A3 | AUTOCAD REF. | REVISION                                |     |
| 05.05.23       | 1:1000      |              | DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0061 | P02 |
| CLIENT DWG No. |             |              |                                         |     |



INSET 1 - SCALE 1:250

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 15 of 19.
  7. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|   |                                                                        |
|---|------------------------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS                                      |
| — | INDICATIVE HIGHWAY BOUNDARY                                            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                 |
| — | VISIBILITY SPLAY 2.4m x 174m (REFLECTING RECORDED SPEEDS)              |
| — | VISIBILITY SPLAY 4.5m x 174m (REFLECTING RECORDED SPEEDS)              |
| — | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                 |
| — | TRIANGLE SPLITTER ISLAND                                               |
| — | AREA OF HEDGEROWS MC_87 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P04 | 23.06.23 | VISIBILITY AMENDED                     | KP | SKT | SKT |
| P03 | 19.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

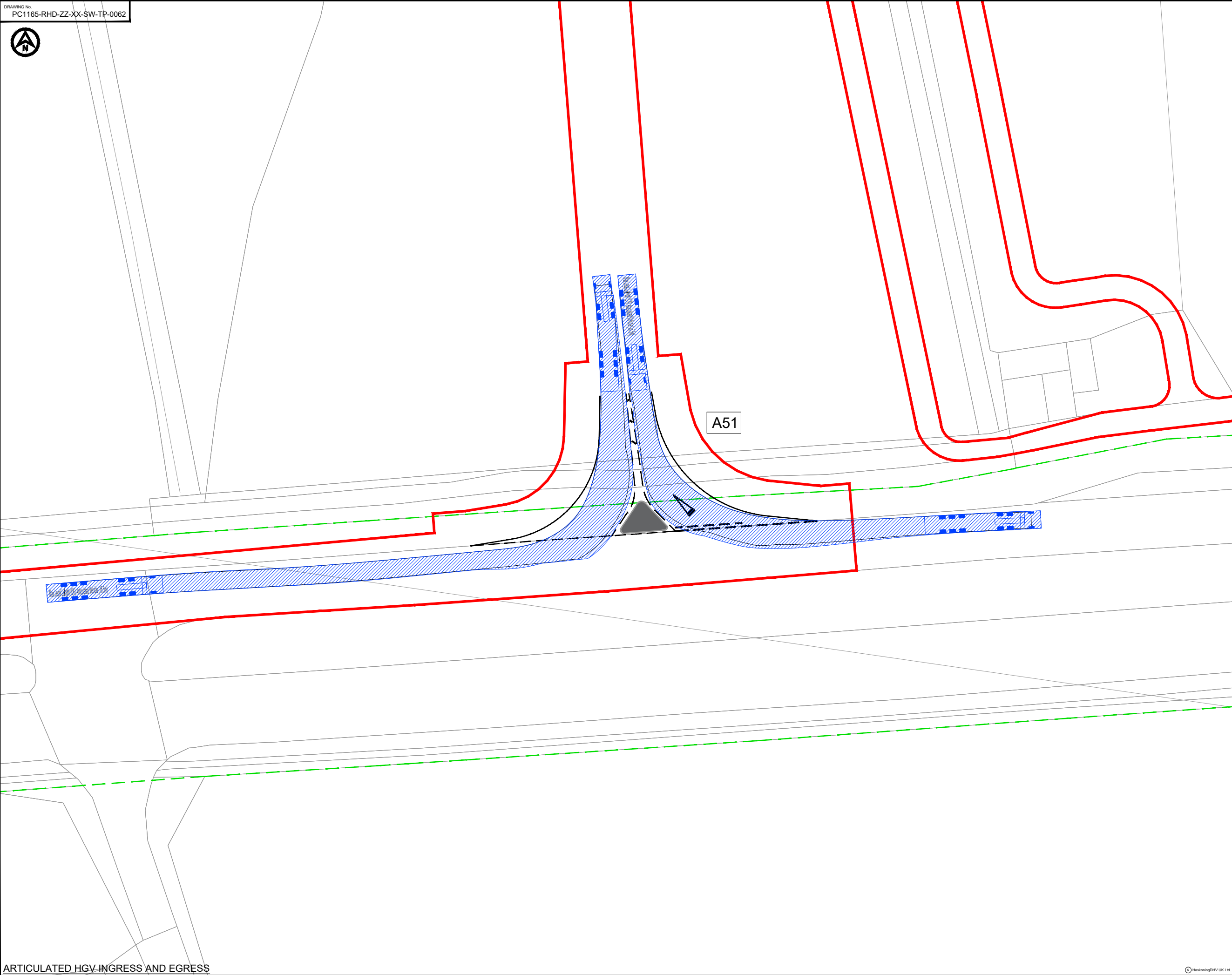
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A51  
GENERAL ARRANGEMENT



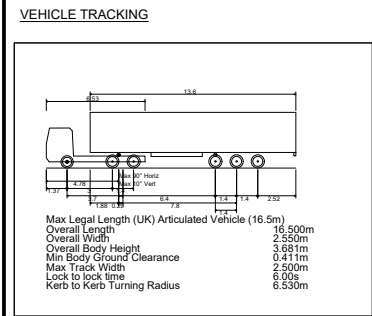
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| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0026 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |
| ■ | TRIANGLE SPLITTER ISLAND               |



— VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEPT PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE       | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

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|--------|
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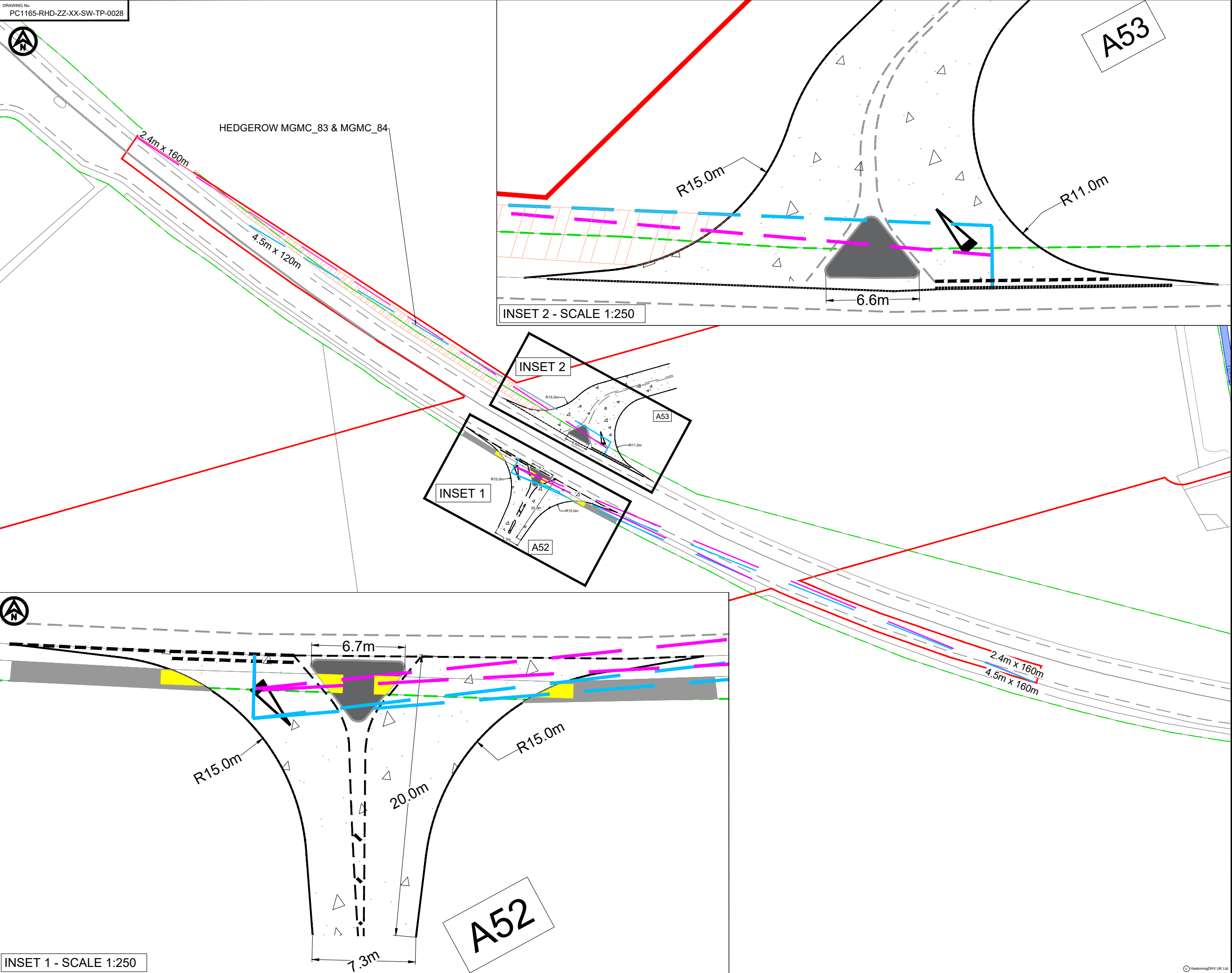
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A51  
SWEPT PATH ANALYSIS



|                |                             |              |
|----------------|-----------------------------|--------------|
| DRAWN          | CHECKED                     | APPROVED     |
| CB             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 05.05.23       | 1:500                       |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0062 | REVISION     |
| CLIENT DWG No. |                             | P02          |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0028



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 15 of 19.
  7. Requirement for diverge tapers to be determined once daily flows into access established.
  8. A52 - Visibility of 160m can be achieved with a 4.5m x-distance. A53 - Visibility of 120m can be achieved with a 4.5m x-distance (as agreed with LCC).

**KEY**

|   |                                                                                    |
|---|------------------------------------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                                               |
| — | MORGAN AND MORECAMBE ORDER LIMITS                                                  |
| — | INDICATIVE HIGHWAY BOUNDARY                                                        |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                             |
| — | VISIBILITY SPLAY 2.4m x 160m                                                       |
| — | VISIBILITY SPLAY 4.5m X-DISTANCE (NOTE 8)                                          |
|   | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                             |
|   | PROPOSED FOOTWAY FACILITY/ SPLITTER ISLAND                                         |
|   | PROPOSED NEW UNCONTROLLED TACTILE PAVING                                           |
|   | AREA OF HEDGEROWS MGMC_83 & MGMC_84 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P03 | 11.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

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MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

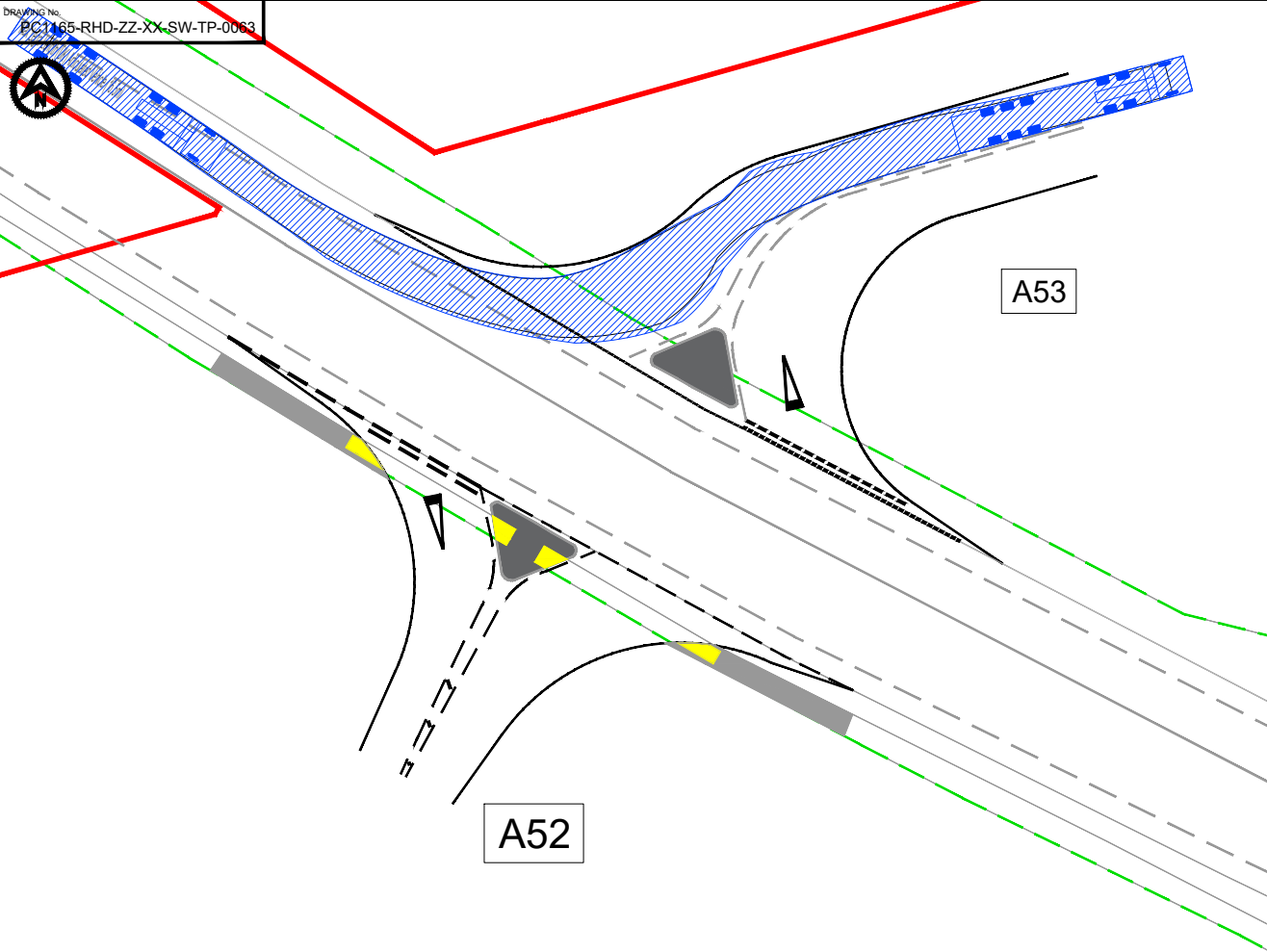
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ACCESS A52 AND A53  
GENERAL ARRANGEMENT

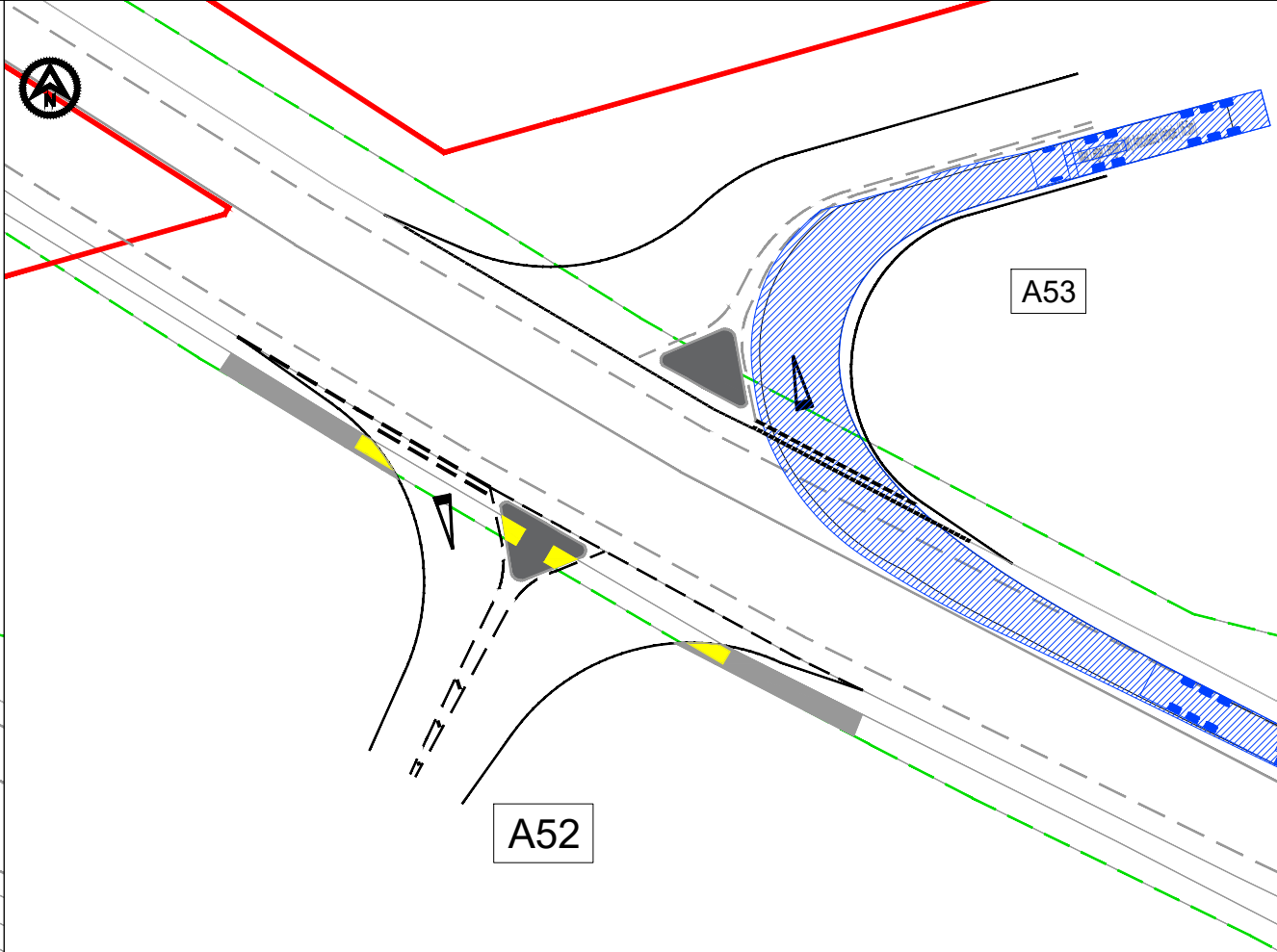


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|----------------|-----------------------------|--------------|
| DRAWN          | CHECKED                     | APPROVED     |
| CB             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 05.05.23       | 1:1000                      |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0028 | REVISION     |
| CLIENT DWG No. |                             | P03          |

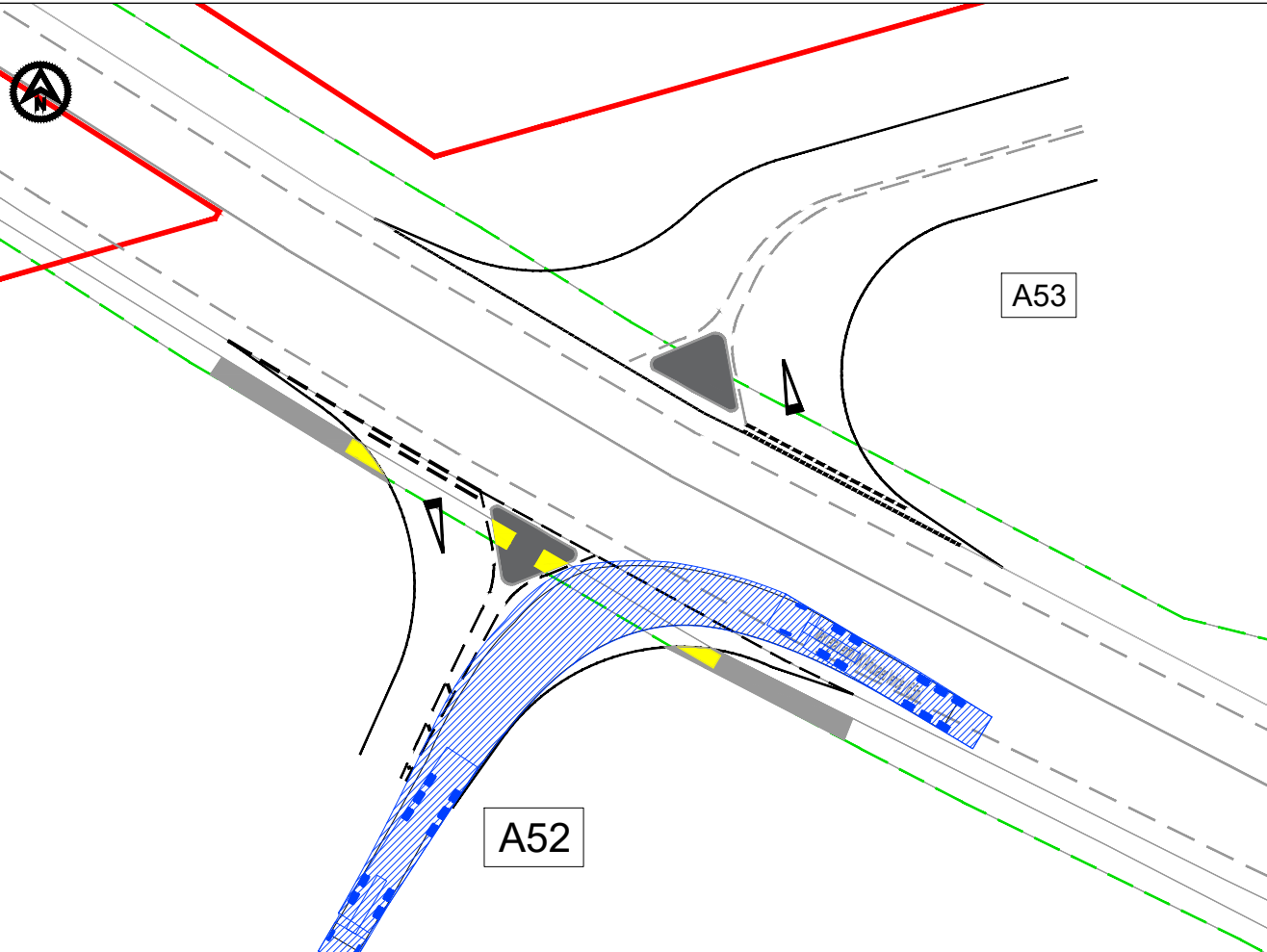
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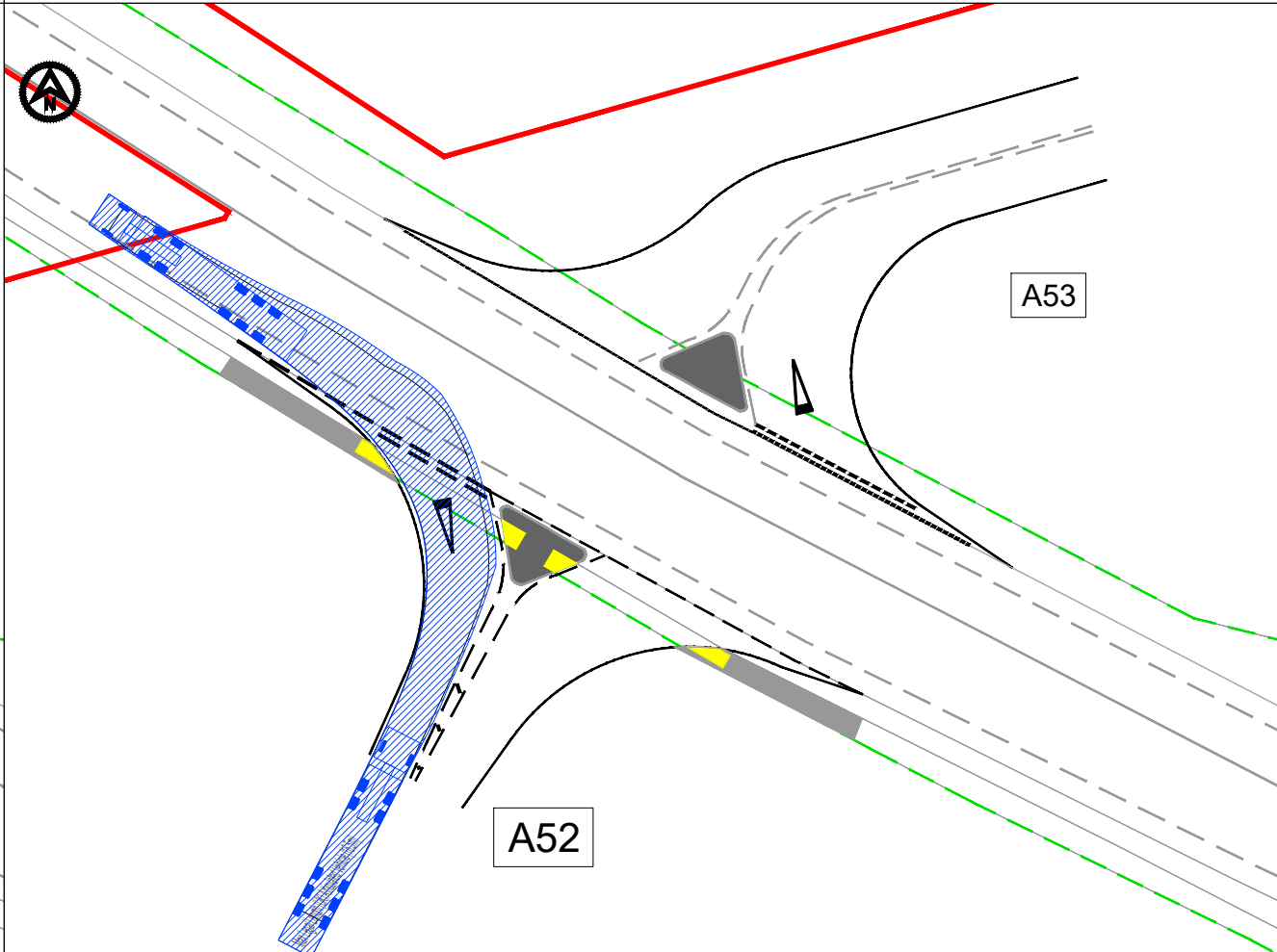
ARTICULATED HGV INGRESS A53



ARTICULATED HGV EGRESS A53



ARTICULATED HGV INGRESS A52



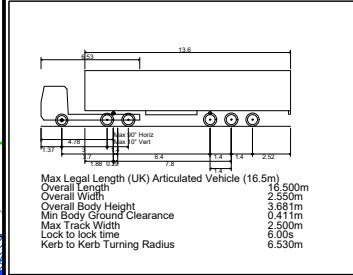
ARTICULATED HGV EGRESS A52

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

KEY

|   |                                          |
|---|------------------------------------------|
| — | EXISTING ARRANGEMENT                     |
| — | MORGAN AND MORECAMBE ORDER LIMITS        |
| — | INDICATIVE HIGHWAY BOUNDARY              |
| — | PROPOSED ROAD MARKINGS                   |
| — | VISIBILITY SPLAY 2.4m x 90m              |
| ■ | PROPOSED NEW FOOTWAY AND SPLITTER ISLAND |
| ■ | PROPOSED NEW UNCONTROLLED TACTILE PAVING |

VEHICLE TRACKING



- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE       | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

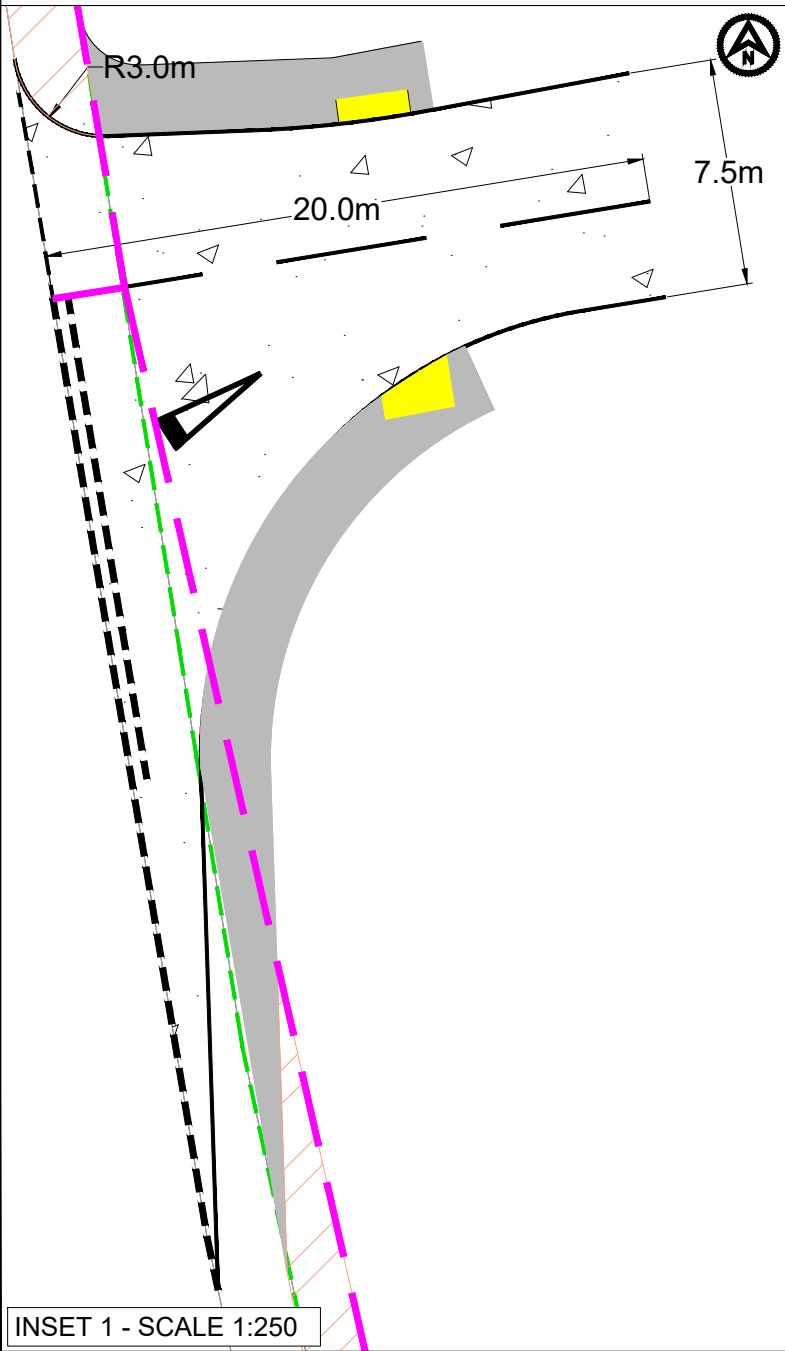
PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

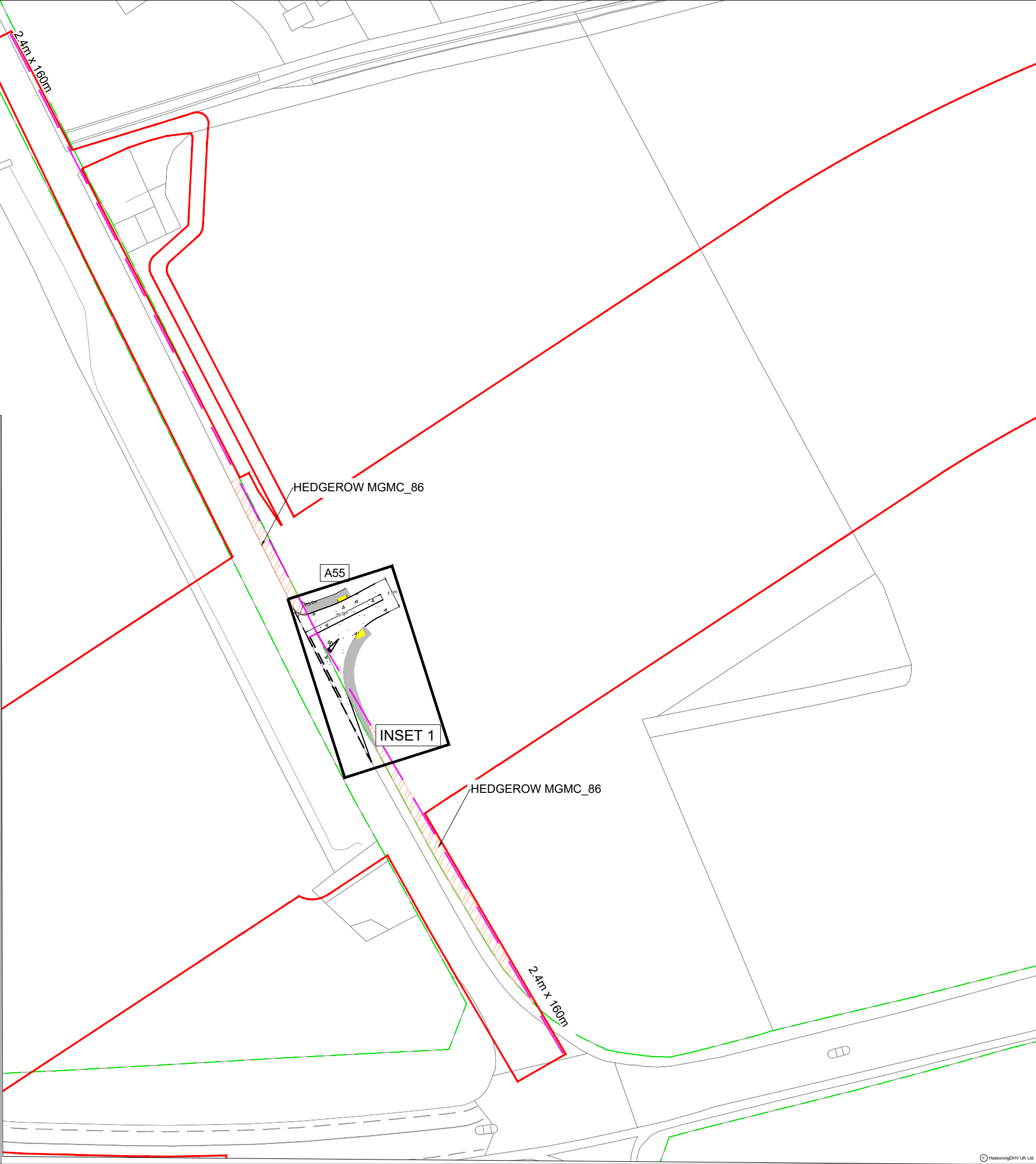
ACCESS A52 AND A53 SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0063 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



INSET 1 - SCALE 1:250



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 15 of 19.

**KEY**

|   |                                                                          |
|---|--------------------------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                                     |
| — | MORGAN AND MORECAMBE ORDER LIMITS                                        |
| — | INDICATIVE HIGHWAY BOUNDARY                                              |
| — | PROPOSED ROAD MARKINGS                                                   |
| — | VISIBILITY SPLAY 2.4m x 90m                                              |
| ■ | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                   |
| ■ | PROPOSED NEW SHARED USE ISLAND                                           |
| ■ | PROPOSED NEW UNCONTROLLED TACTILE PAVING                                 |
| ■ | AREA OF HEDGEROWS MGMC_86 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |
| P04 | 15.05.23 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 02.08.24 | REMOVED ACCESS A65                     | AA | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                            | CB | SKT | SKT |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

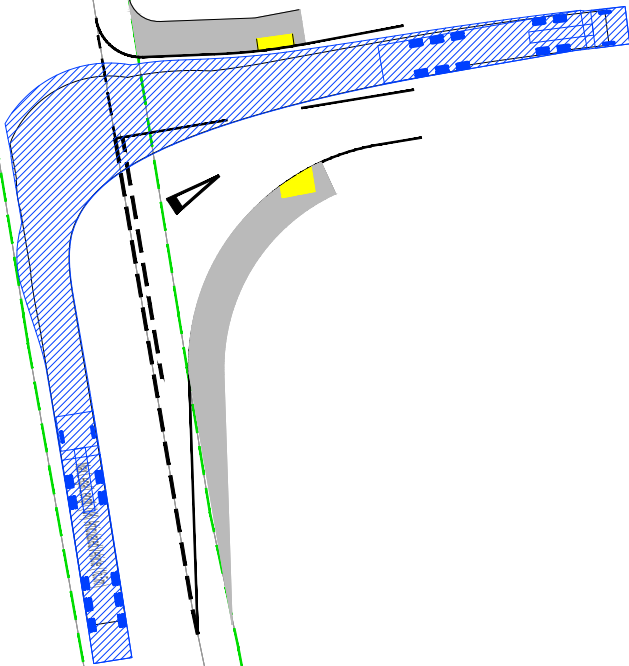
TITLE  
ACCESS A55  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | CB                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.05.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0029 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



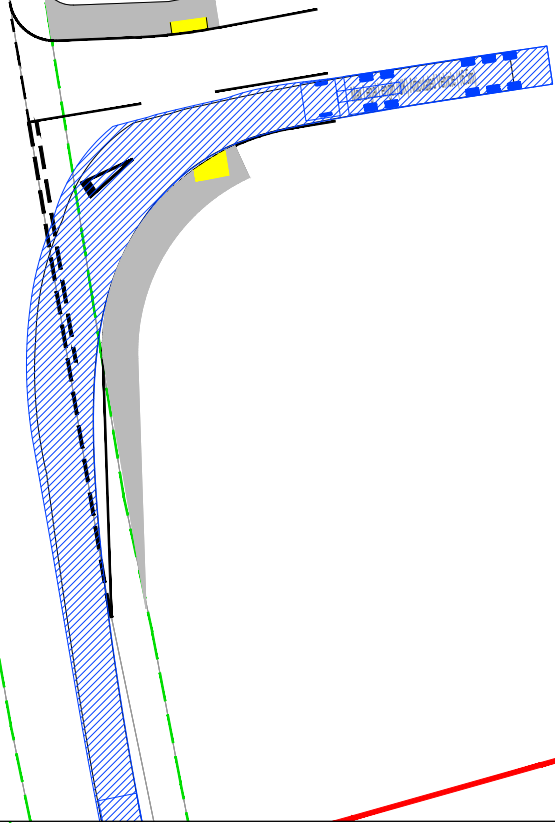
A55



ARTICULATED HGV INGRESS (SOUTH)



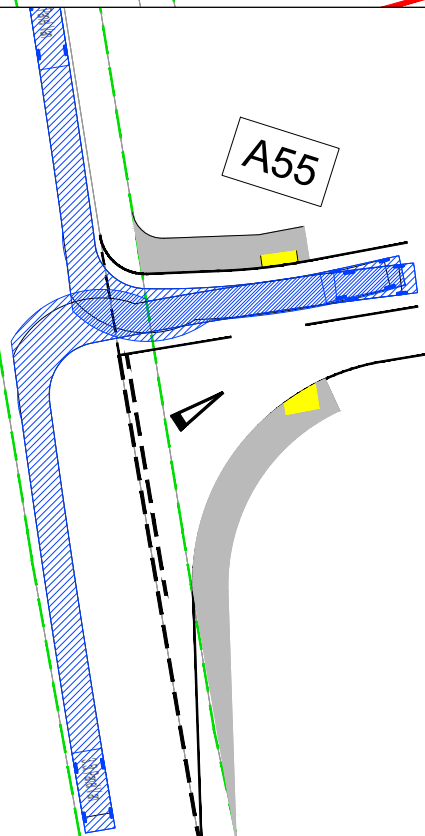
A55



ARTICULATED HGV EGRESS (SOUTH)



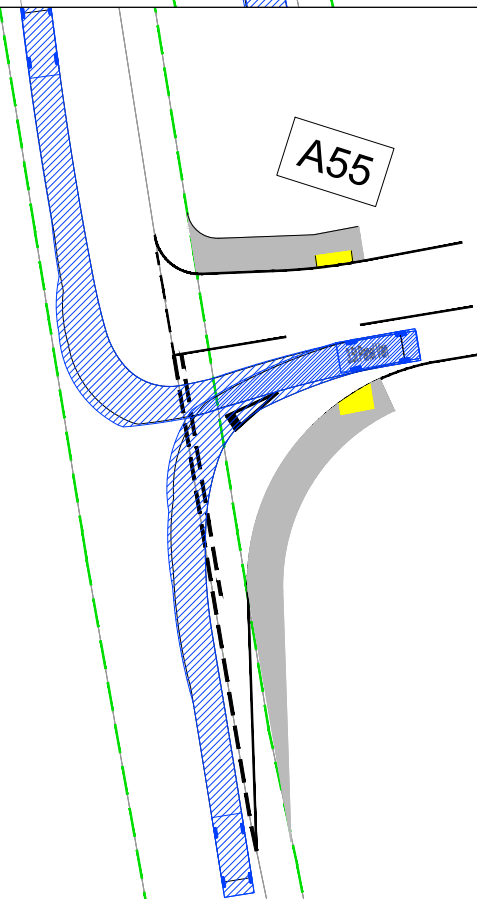
A55



LIGHT VEHICLE INGRESS



A55



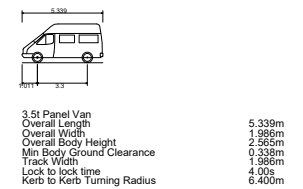
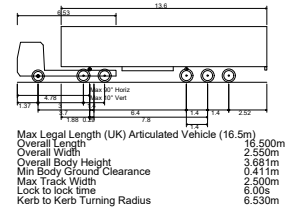
LIGHT VEHICLE EGRESS

- NOTES
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED NEW FOOTWAY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

VEHICLE TRACKING



- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE                             | CB | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

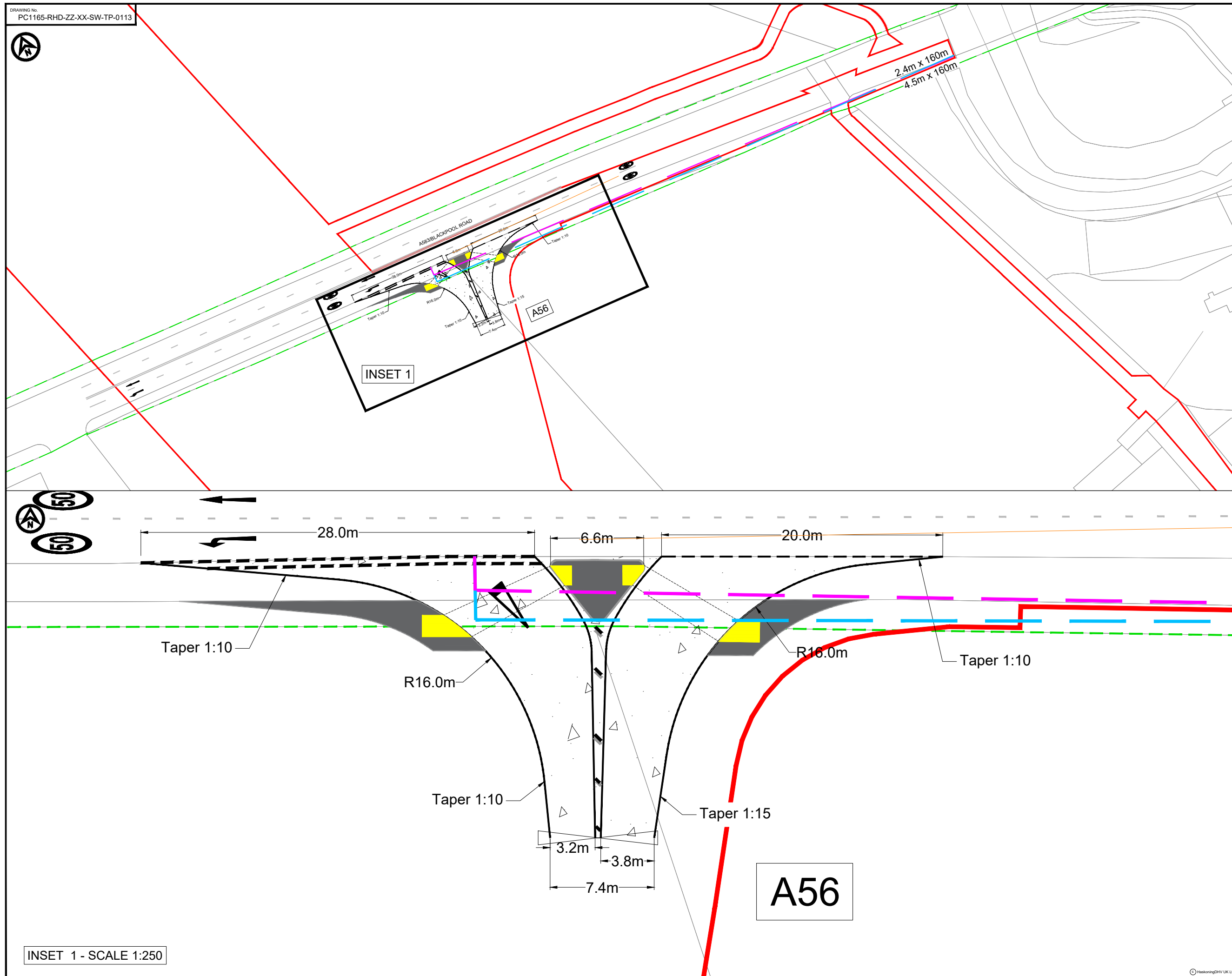
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A55 SWEEP PATH ANALYSIS



|                |                             |              |
|----------------|-----------------------------|--------------|
| DRAWN          | CHECKED                     | APPROVED     |
| CB             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 05.05.2023     | 1:500                       |              |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0064 | REVISION     |
| CLIENT DWG No. |                             | P02          |



INSET 1

A56

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

|   |                                                        |
|---|--------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS                      |
| — | INDICATIVE HIGHWAY BOUNDARY                            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                 |
| — | VISIBILITY SPLAY 2.4m x 160m                           |
| — | VISIBILITY SPLAY 4.5m x 160m                           |
| — | PROPOSED FOOTWAY/ SPLITTER ISLAND                      |
| — | PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER           |
| — | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE |

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| PM  | 23.08.23 | ROAD MARKINGS AMENDED              | KP | SKT | SKT |
| P03 | 15.09.23 | HW BOUNDARY ADDED AND VIS UPDATED  | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 06.12.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
A56 ACCESS  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 06.12.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0113 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - PROPOSED NEW FOOTWAY FACILITY TO TIE INTO EXISTING NETWORK
  - PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER

**VEHICLE TRACKING**

Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 2.550m  
Overall Width 3.681m  
Overall Body Height 0.411m  
Min Body Ground Clearance 2.500m  
Max Track Width 6.00s  
Lock to lock time 6.530m  
Kerb to Kerb Turning Radius

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEPT PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.23 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 06.12.23 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

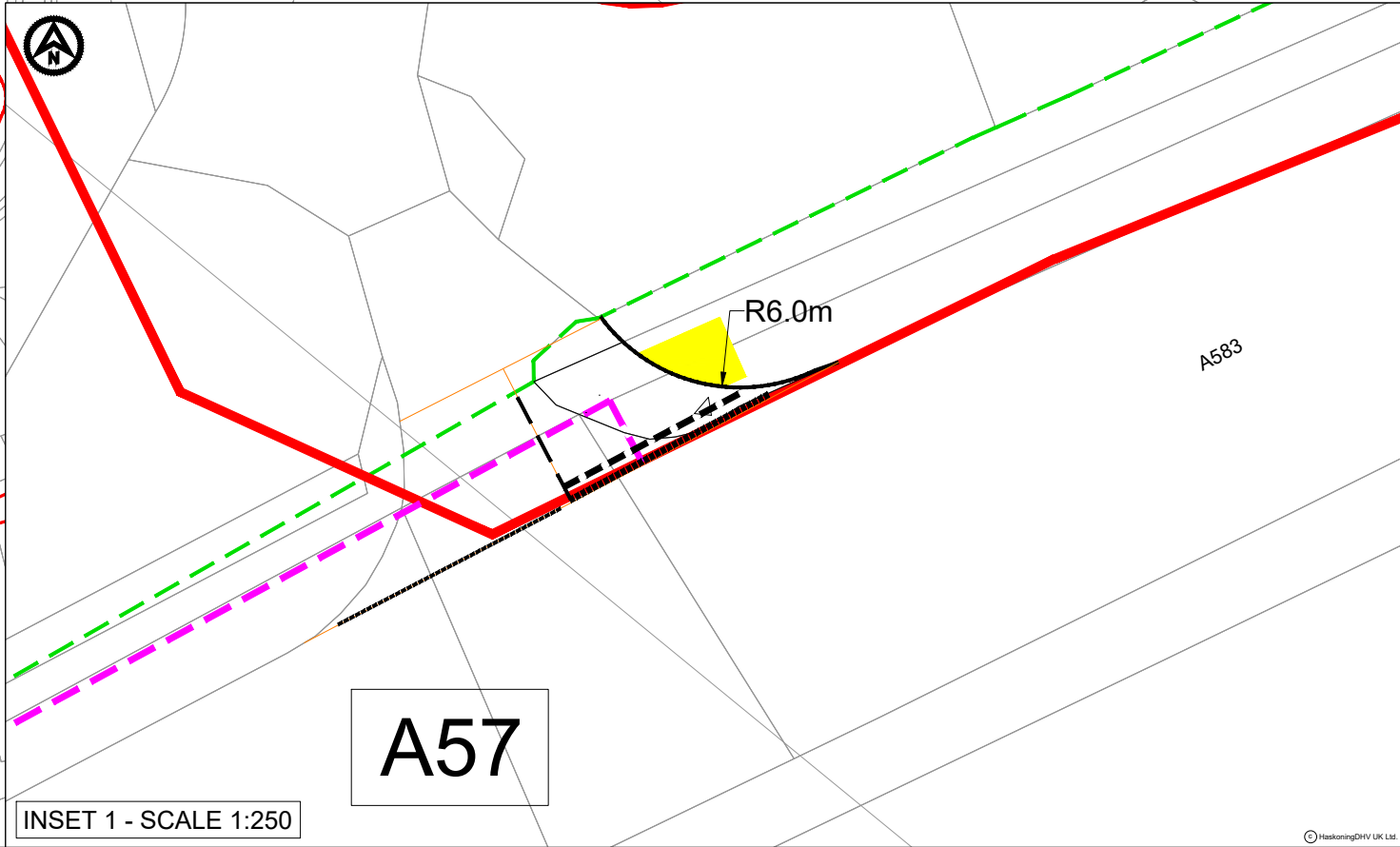
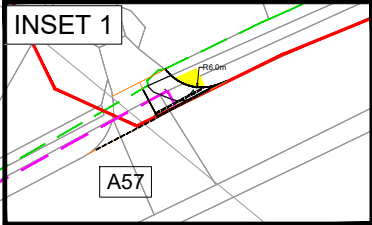
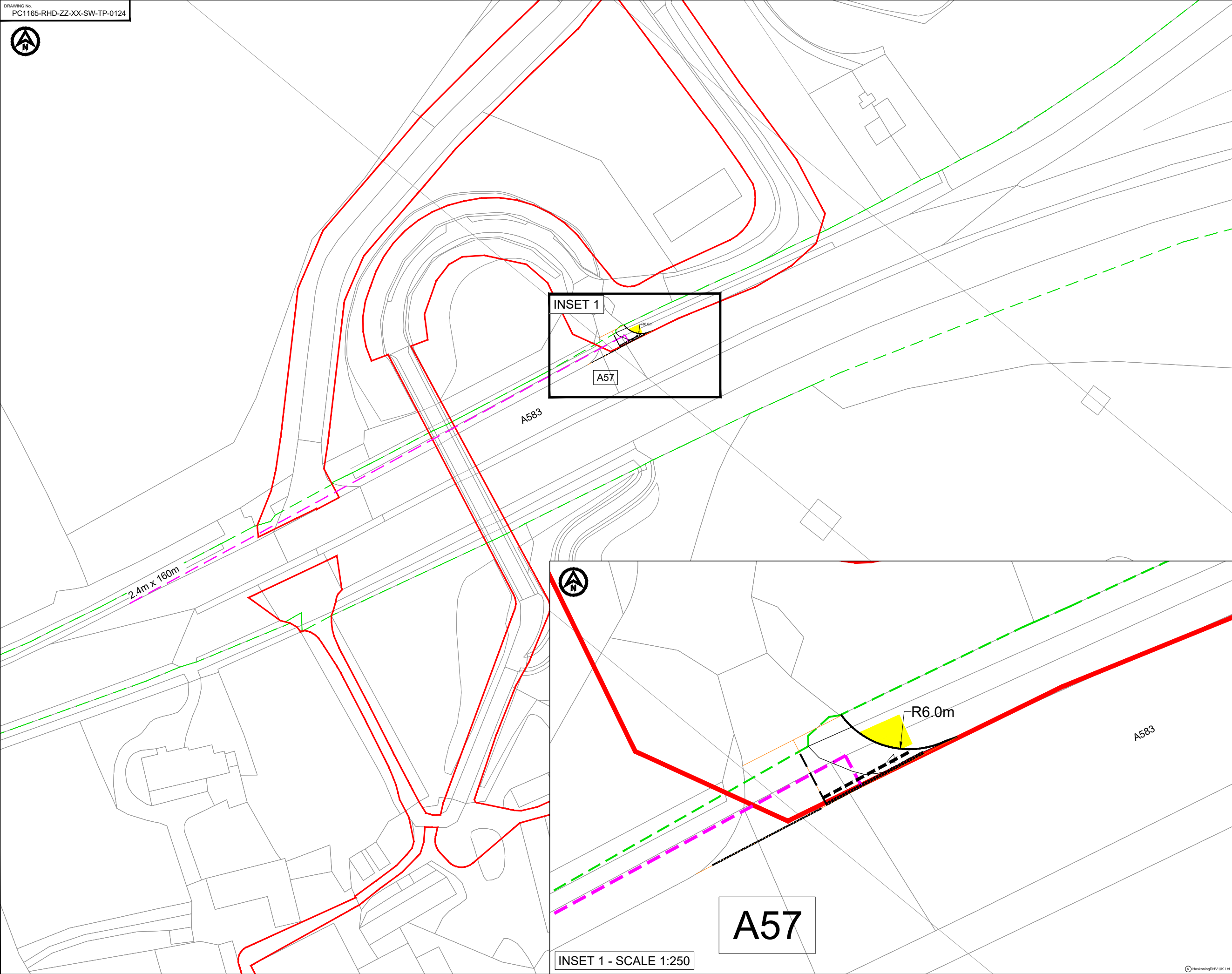
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

A56 ACCESS SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 06.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0114 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
- ACCESS LAYOUT/ PROPOSED ROAD MARKINGS
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.06.23 | HW BOUNDARY ADDED AND ACCESS MOVED EAST | KP | SKT | SKT |
| P01 | 13.12.23 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

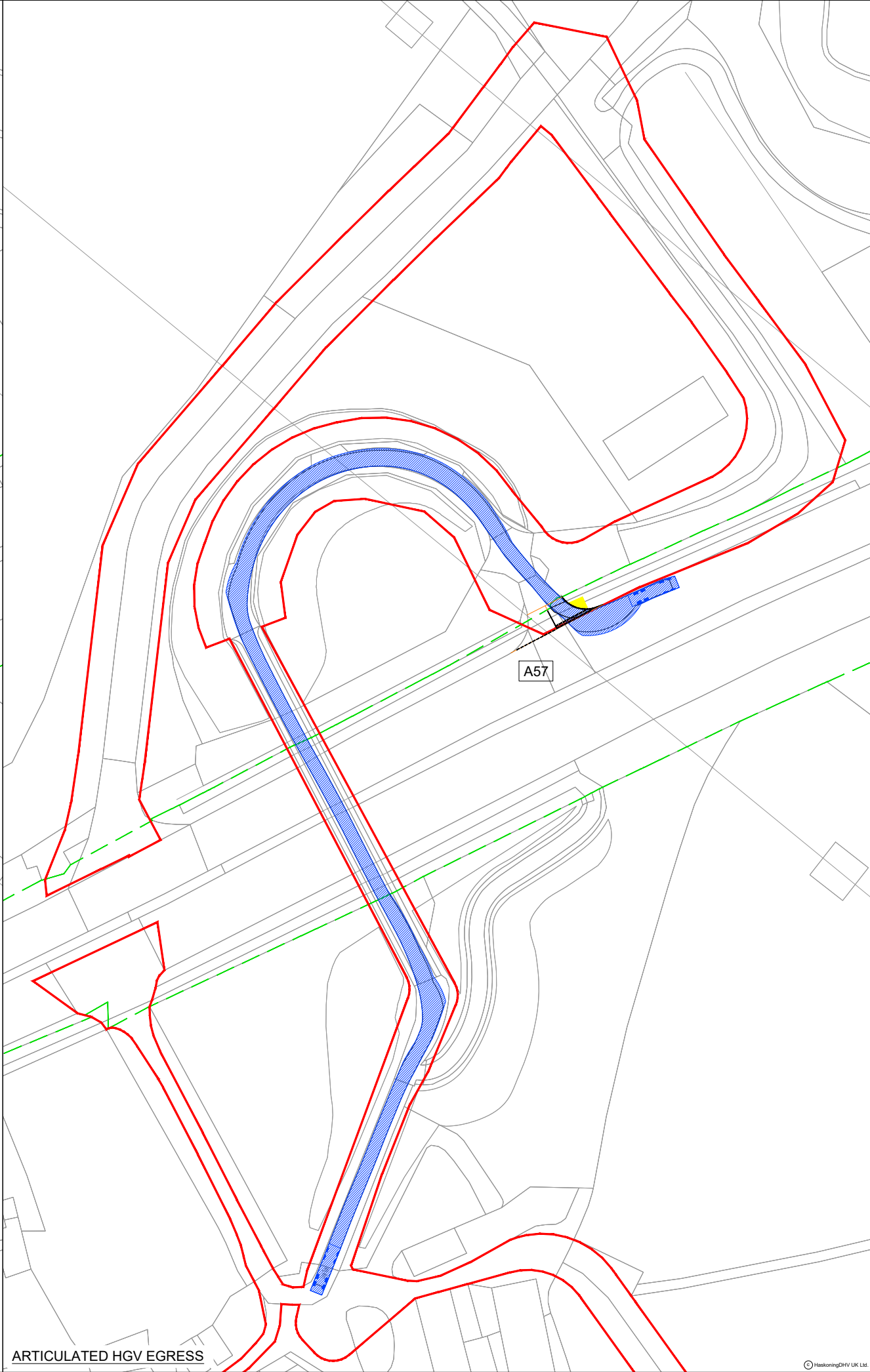
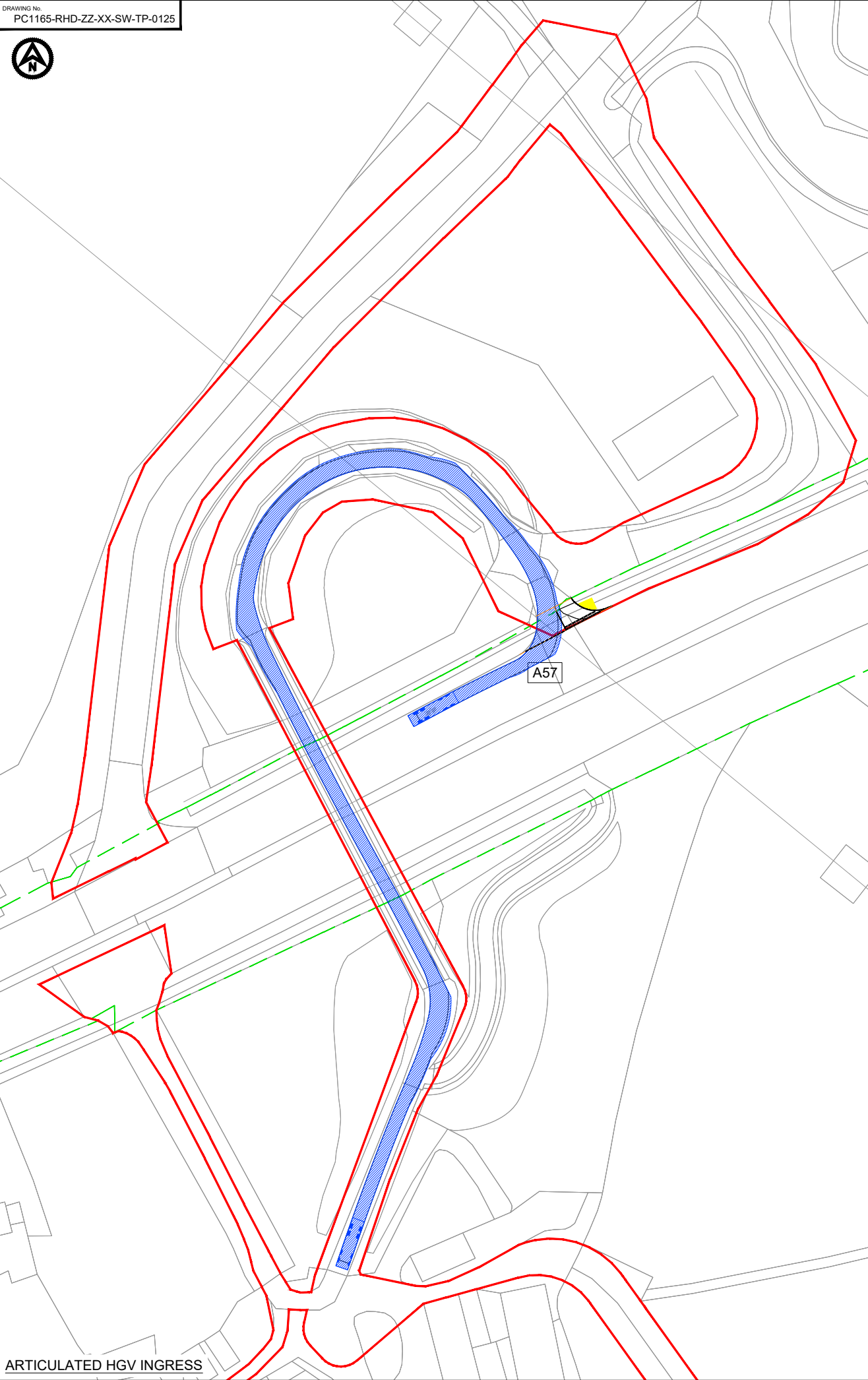
PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

ACCESS A57  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 13.12.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0124 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P02 |



**NOTES**

- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

**VEHICLE TRACKING**

|                             |         |
|-----------------------------|---------|
| Large Tipper                | 10.201m |
| Overall Length              | 2.495m  |
| Overall Width               | 2.890m  |
| Min Body Ground Clearance   | 0.341m  |
| Track Width                 | 2.471m  |
| Lock to lock time           | 6.00s   |
| Kerb to Kerb Turning Radius | 11.550m |

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.06.25 | ACCESS MOVED EAST | KP | SKT | SKT |
| P01 | 13.12.23 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

**TITLE**

ACCESS A57  
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel +44(0)1932 589598  
www.royalhaskoningdhv.com

|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 13.12.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0125 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P02 |

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A58

3.9m  
3.9m

R18.0m

R4.0m

WALLEND ROAD

2.4m x 43m

2.4m x 43m

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

| KEY |                                                        |
|-----|--------------------------------------------------------|
|     | EXISTING ARRANGEMENT                                   |
|     | MORGAN AND MORECAMBE ORDER LIMITS                      |
|     | INDICATIVE HIGHWAY BOUNDARY                            |
|     | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                 |
|     | VISIBILITY SPLAY 2.4m x 43m                            |
|     | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE |

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P03 | 15.05.23 | UPDATE TO VISIBILITY               | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 06.12.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

| REVISIONS |  |  |  |  |  |
|-----------|--|--|--|--|--|
| CLIENT    |  |  |  |  |  |

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
A58 ACCESS  
GENERAL ARRANGEMENT



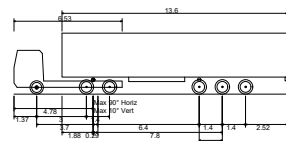
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| DATE                                    | 06.12.23 | SCALE AT A3 | 1:250 | AUTOCAD REF. |          |
| DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0115 |          |             |       |              | REVISION |
| CLIENT DWG No.                          |          |             |       |              | P03      |



- NOTES**
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  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- EXISTING ARRANGEMENT
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - MORGAN AND MORECAMBE ORDER LIMITS

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.661m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

|     |          |             |    |     |     |
|-----|----------|-------------|----|-----|-----|
| P01 | 06.12.23 | FIRST ISSUE | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

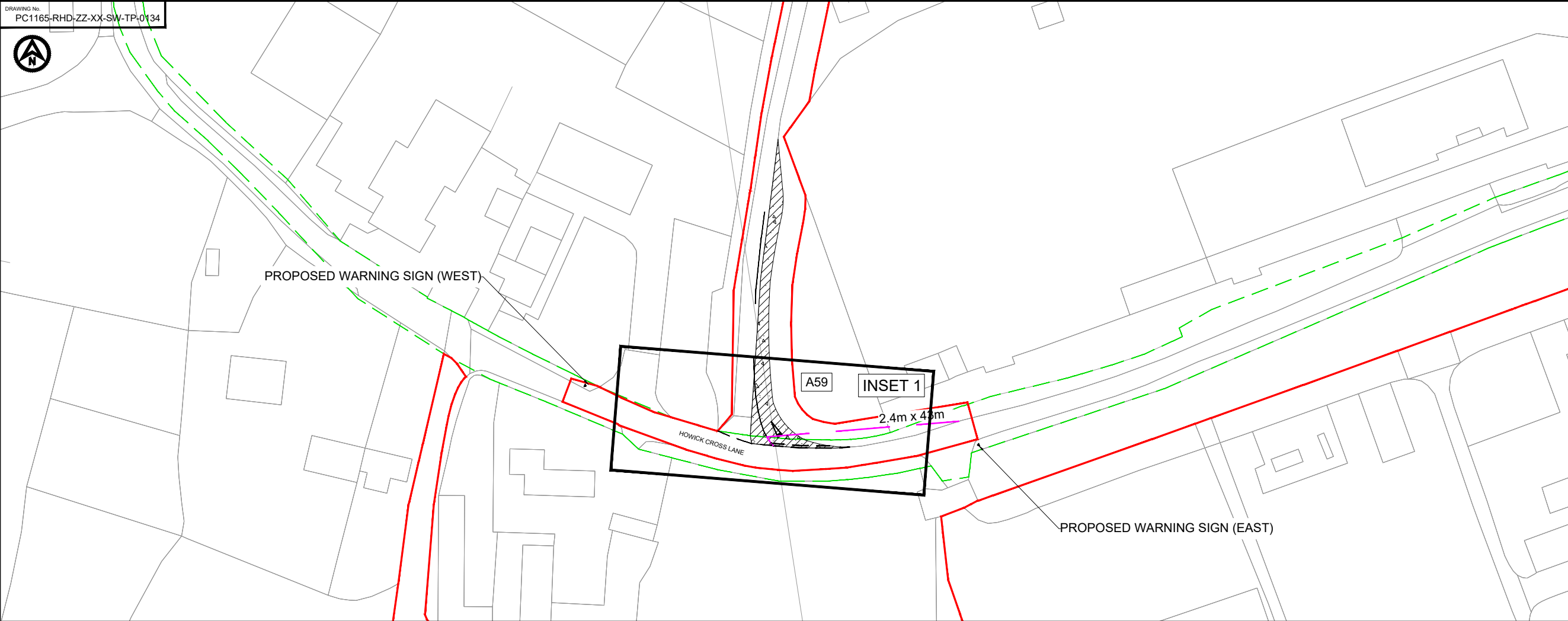
A58 ACCESS  
SWEEP PATH ANALYSIS



Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel +44(0)1932 569596  
www.royalhaskoningdhv.com

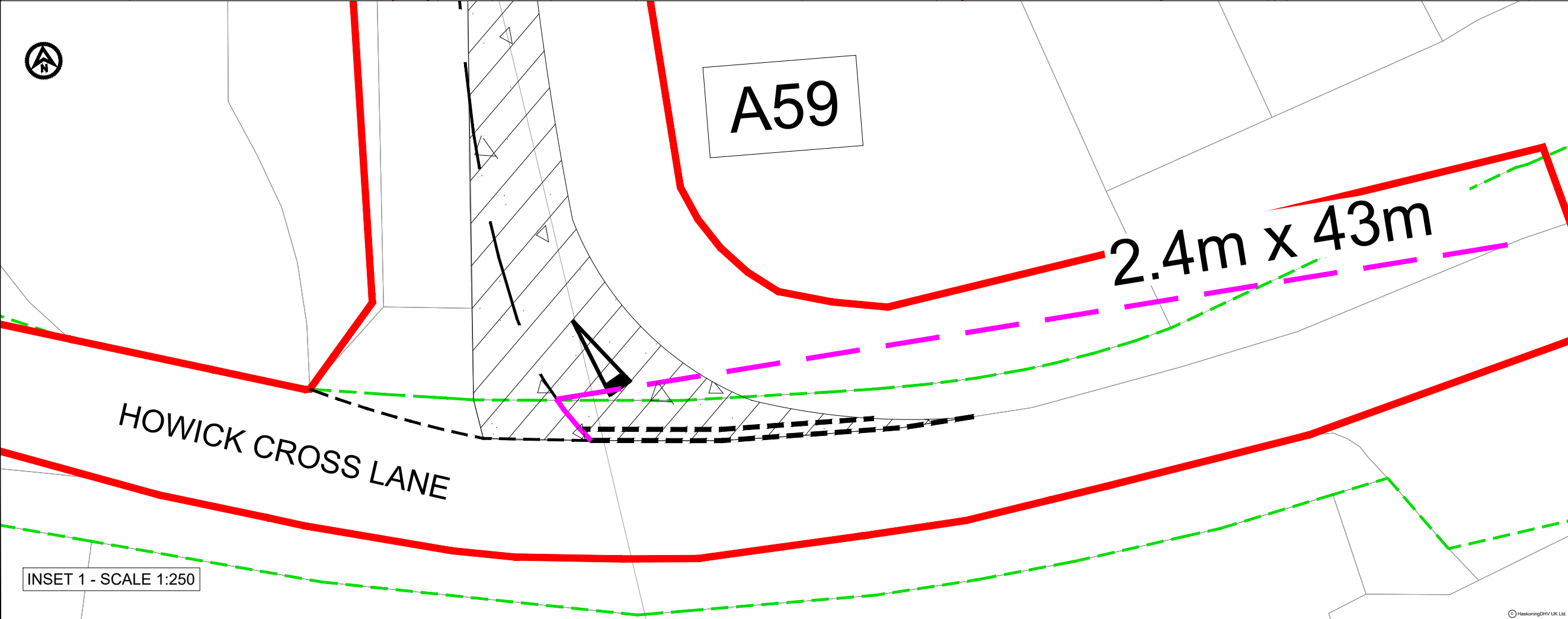
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| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 06.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0116 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P01 |

MAX LEGAL LENGTH INGRESS AND EGRESS



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.
  7. Vehicular access to be managed with a banksperson to determine oncoming vehicles
  8. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and dco boundary:  
West - 1.3m  
East - distance between carriageway edge and back of verge is measured on site at 1.2m

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - - - INDICATIVE HIGHWAY BOUNDARY
  - - - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - - - VISIBILITY SPLAY 2.4m x 160m (EAST)
  - ▨ FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - ▨ PROPOSED EXTENTS OF JUNCTION WIDENING
  - ▲ PROPOSED WARNING SIGN (NOTE 8)



|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P04 | 23.08.23 | WARNING SIGNS ADDED                | KP | SKT | SK  |
| P03 | 15.05.23 | HW BOUNDARY ADDED                  | KP | SKT | SK  |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 15.01.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

REVISIONS

CLIENT

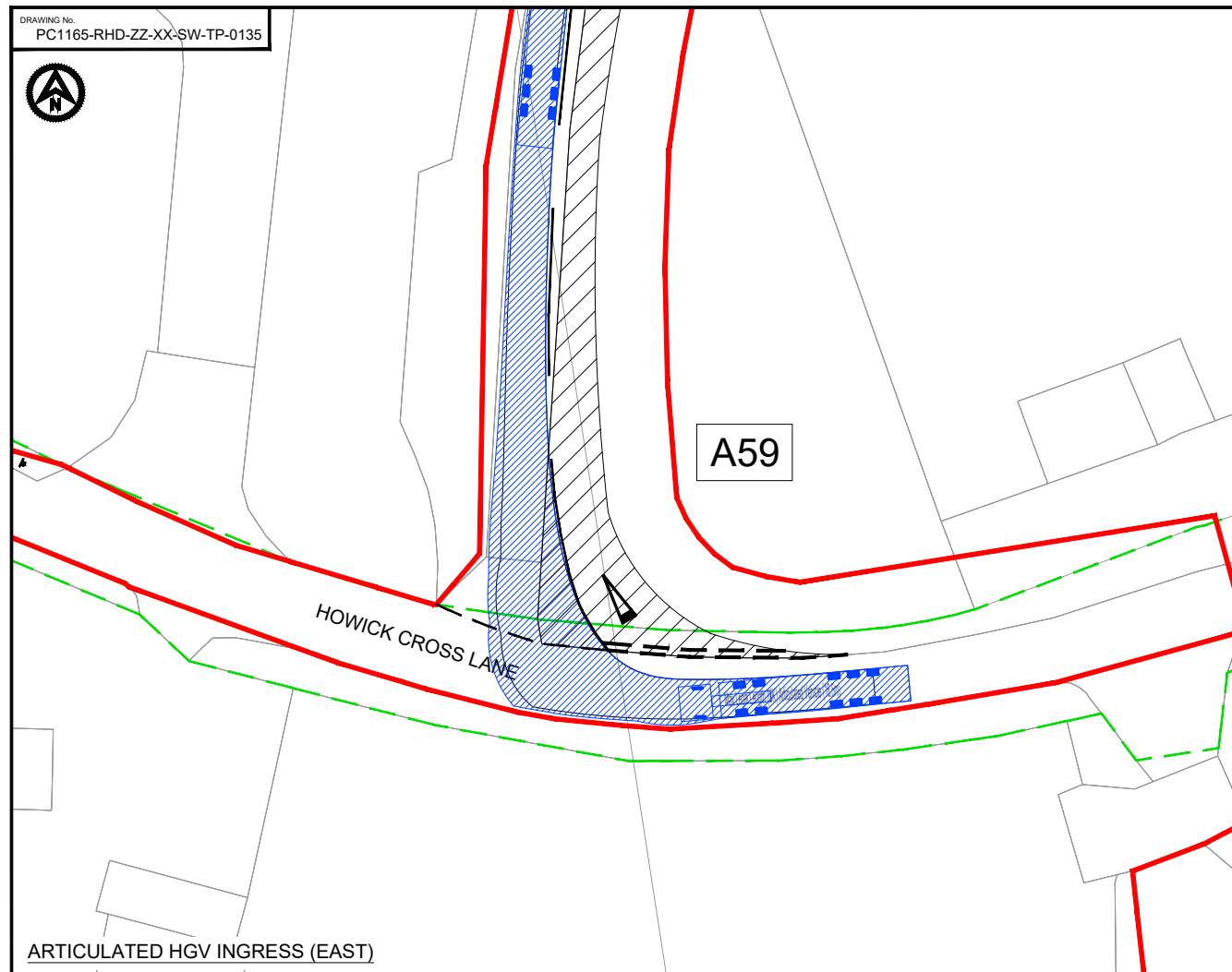
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

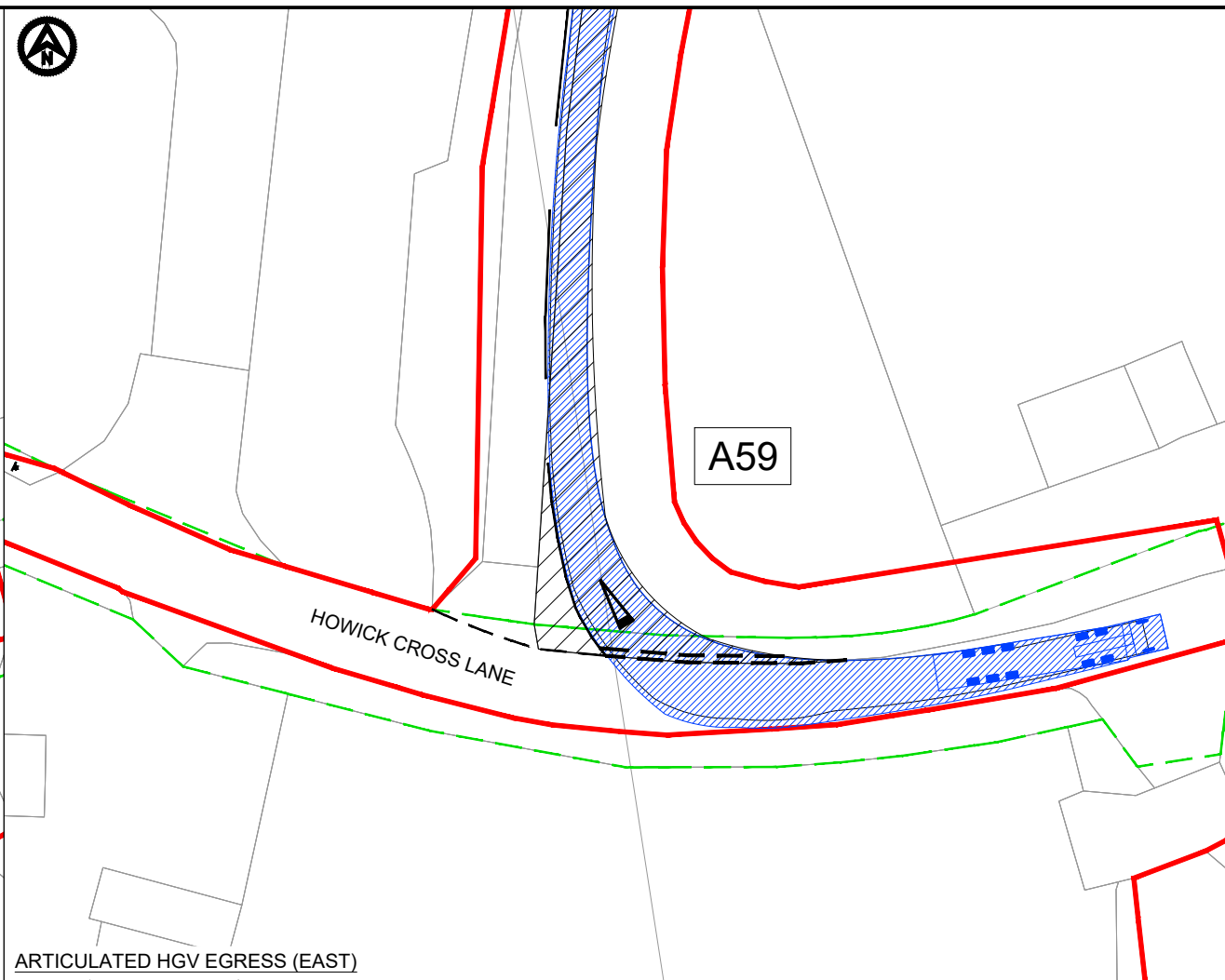
TITLE  
ACCESS A59  
GENERAL ARRANGEMENT



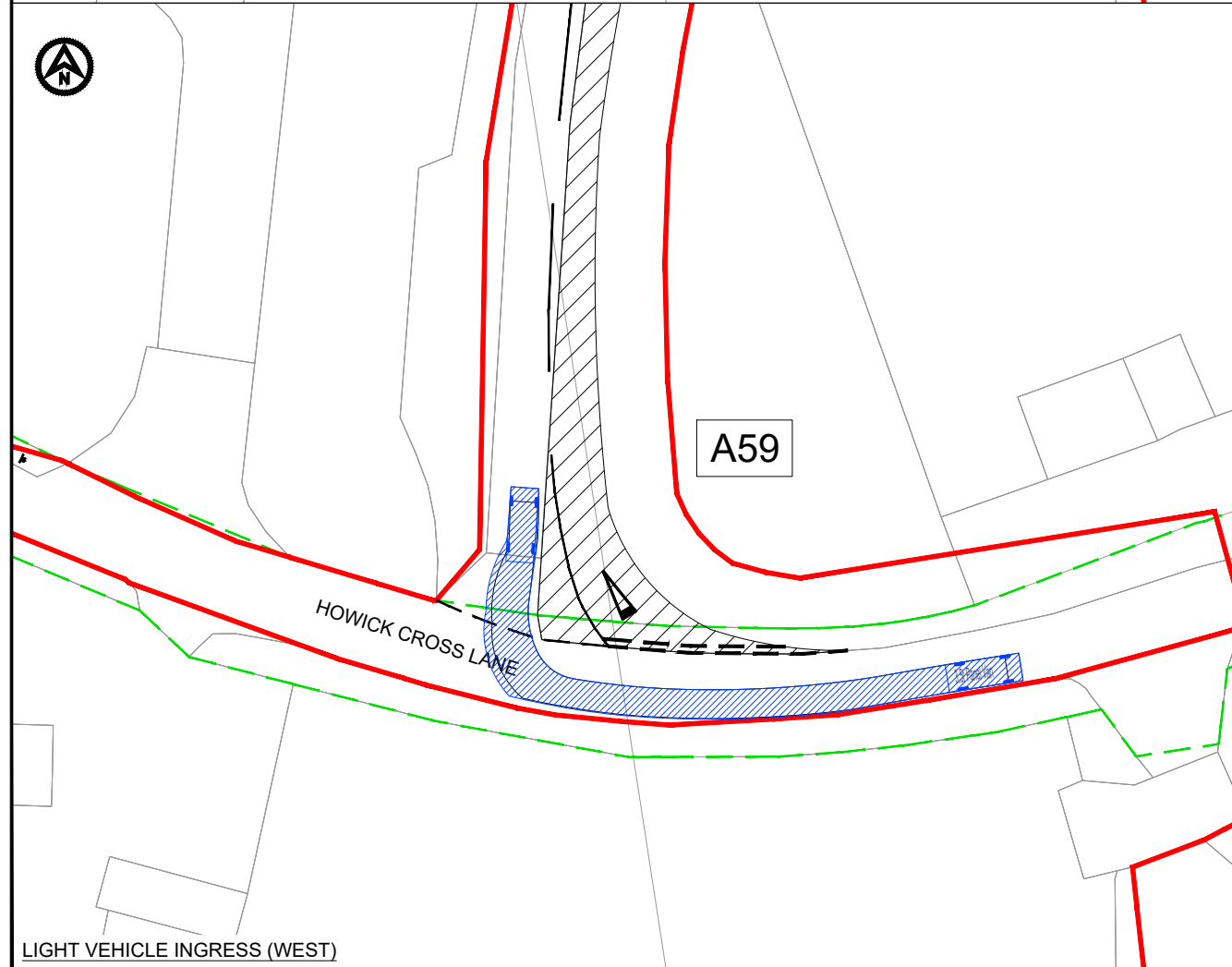
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|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0134 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P04 |



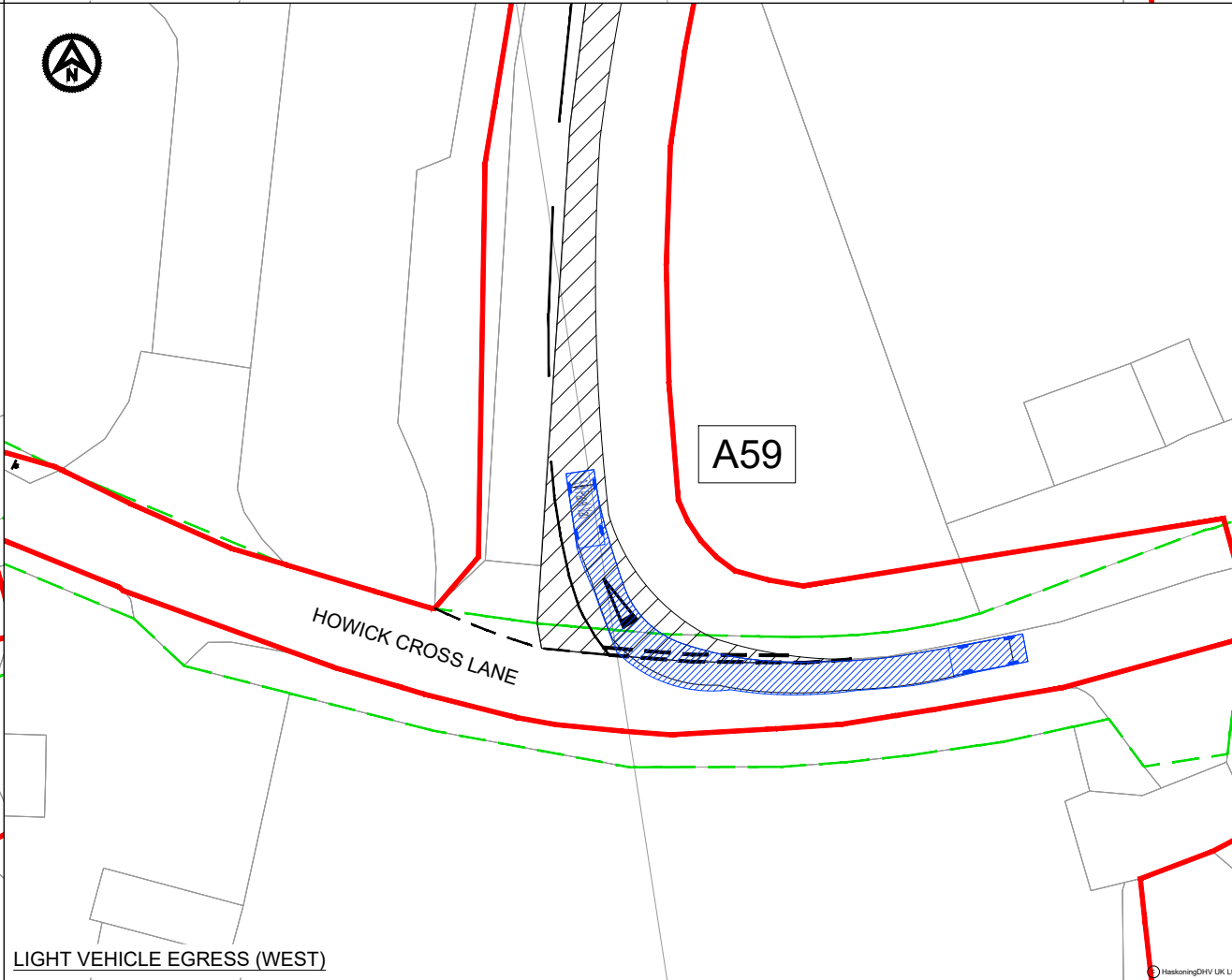
ARTICULATED HGV INGRESS (EAST)



ARTICULATED HGV EGRESS (EAST)



LIGHT VEHICLE INGRESS (WEST)



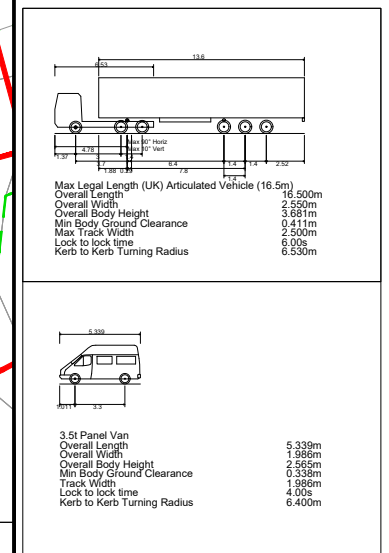
LIGHT VEHICLE EGRESS (WEST)

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

KEY

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |
| ▨ | PROPOSED EXTENTS OF JUNCTION WIDENING  |

VEHICLE TRACKING



|   |                                        |
|---|----------------------------------------|
| ▨ | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
| — | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

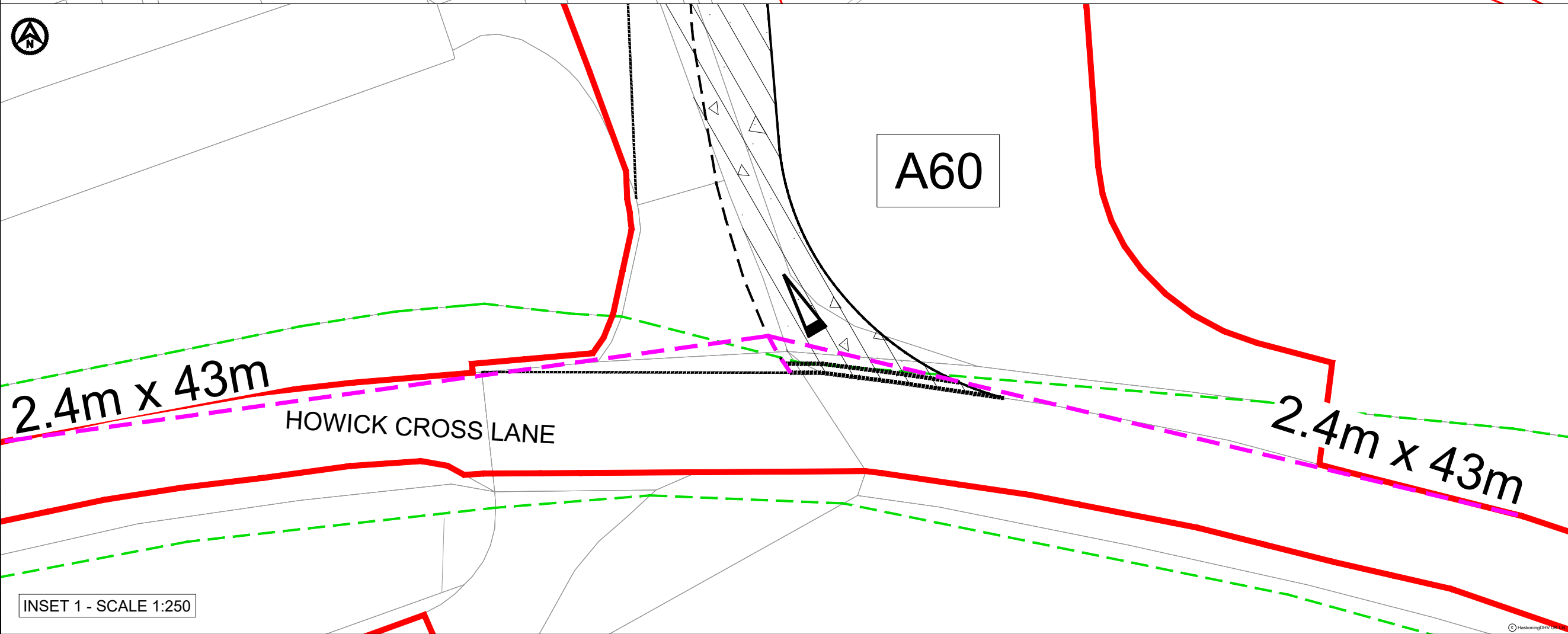
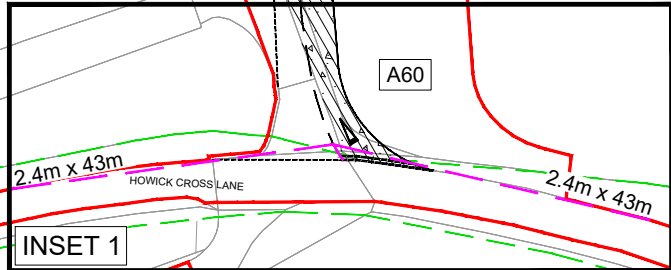
TITLE

ACCESS A59  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0135 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0136



INSET 1 - SCALE 1:250

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
  - PROPOSED EXTENTS OF JUNCTION WIDENING

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P03 | 15.01.24 | HW BOUNDARY ADDED                  | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 15.01.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

REVISIONS

CLIENT

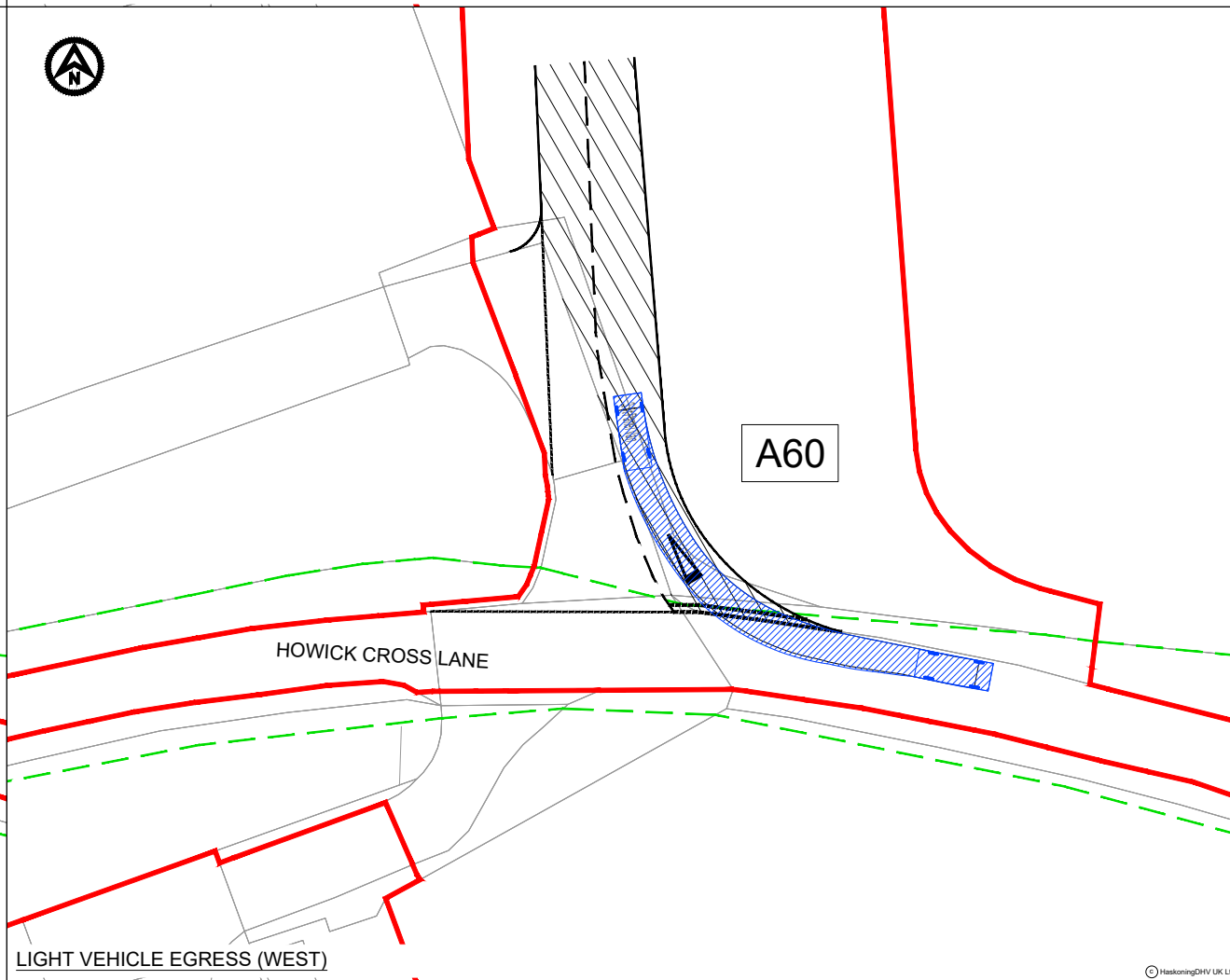
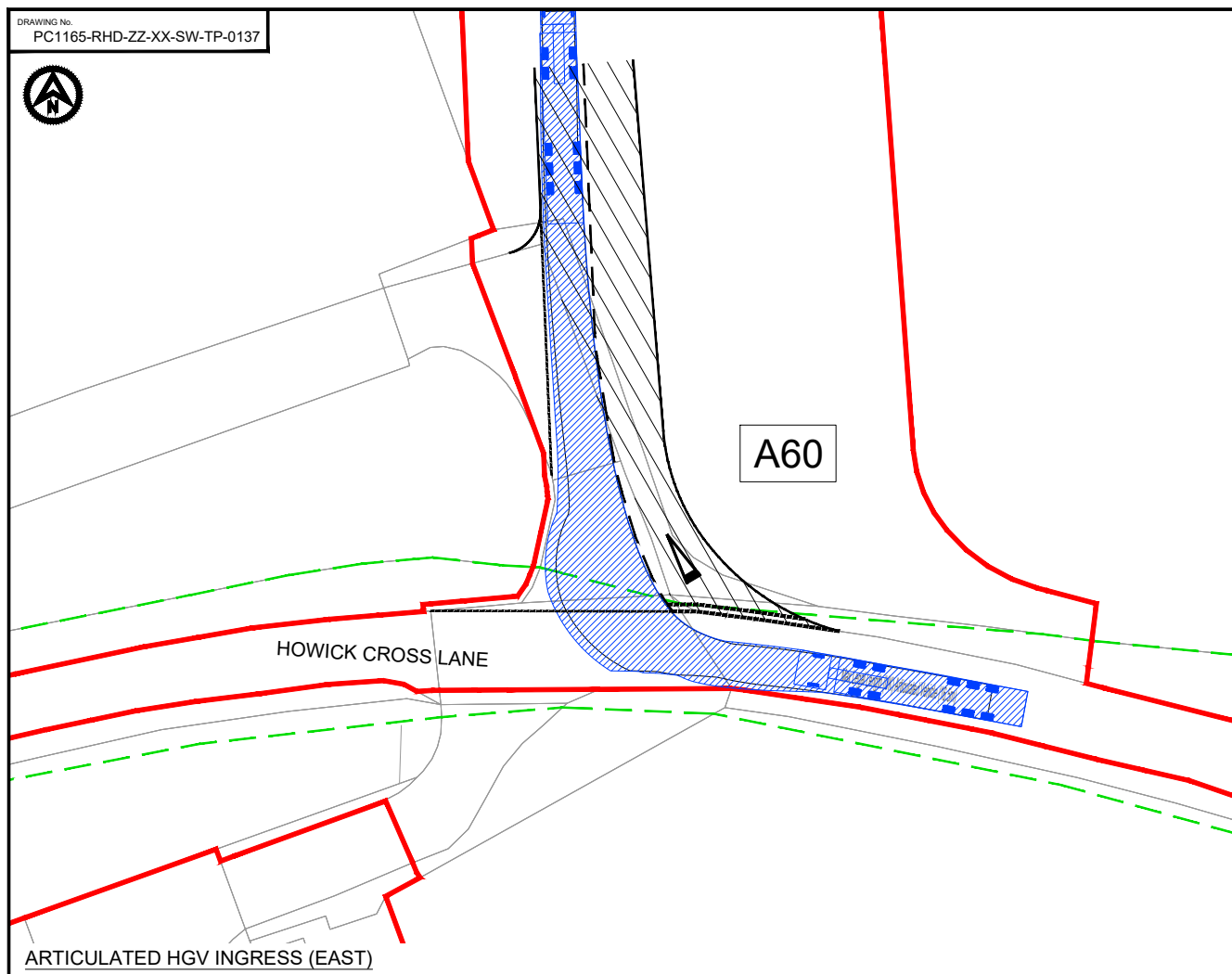
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A60  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0136 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |

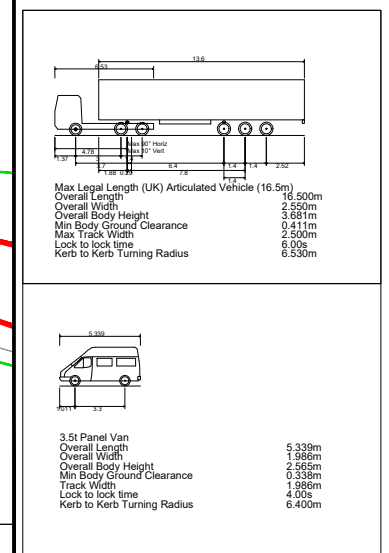


- NOTES**
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  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|   |                                        |
|---|----------------------------------------|
| — | EXISTING ARRANGEMENT                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS      |
| — | INDICATIVE HIGHWAY BOUNDARY            |
| — | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

**VEHICLE TRACKING**



**VEHICLE BODY SWEEP PATH (FORWARD GEAR)**

|   |                            |
|---|----------------------------|
| — | VEHICLE CHASSIS SWEEP PATH |
|---|----------------------------|

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

**MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD**

**MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS**

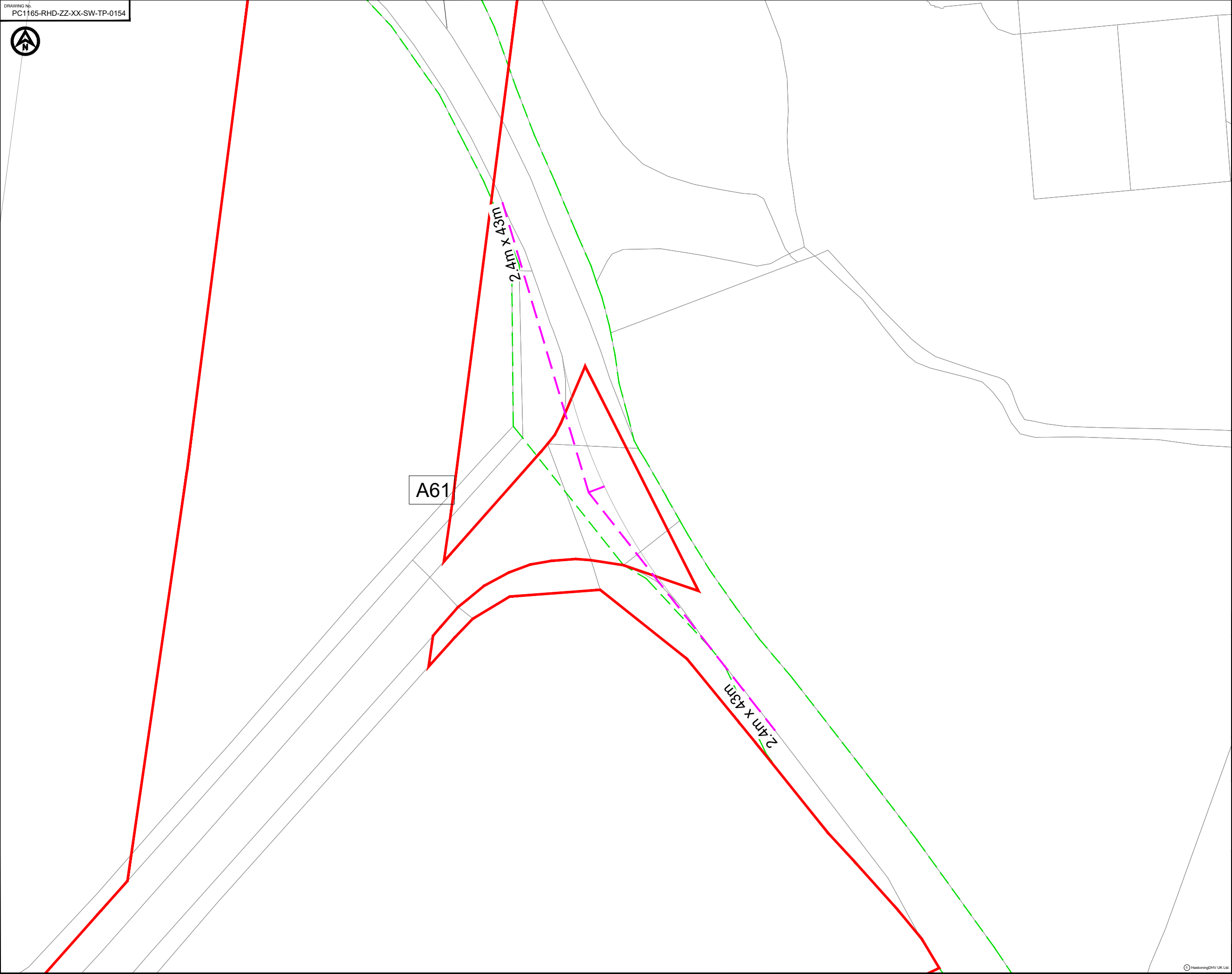
**TITLE**

**ACCESS A60 SWEEP PATH ANALYSIS**



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0137 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0154



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

| KEY |                                                |
|-----|------------------------------------------------|
|     | EXISTING ARRANGEMENT                           |
|     | MORGAN AND MORECAMBE ORDER LIMITS              |
|     | INDICATIVE HIGHWAY BOUNDARY                    |
|     | VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION |
|     | ACCESS LAYOUT/ PROPOSED ROAD MARKINGS          |

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 20.09.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE  
ACCESS A61  
GENERAL ARRANGEMENT



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 20.09.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0154 | REVISION    | P02   |              |     |
| CLIENT DWG No. |                             |             |       |              |     |

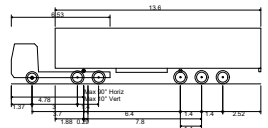


- NOTES**
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**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEPT PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 20.09.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

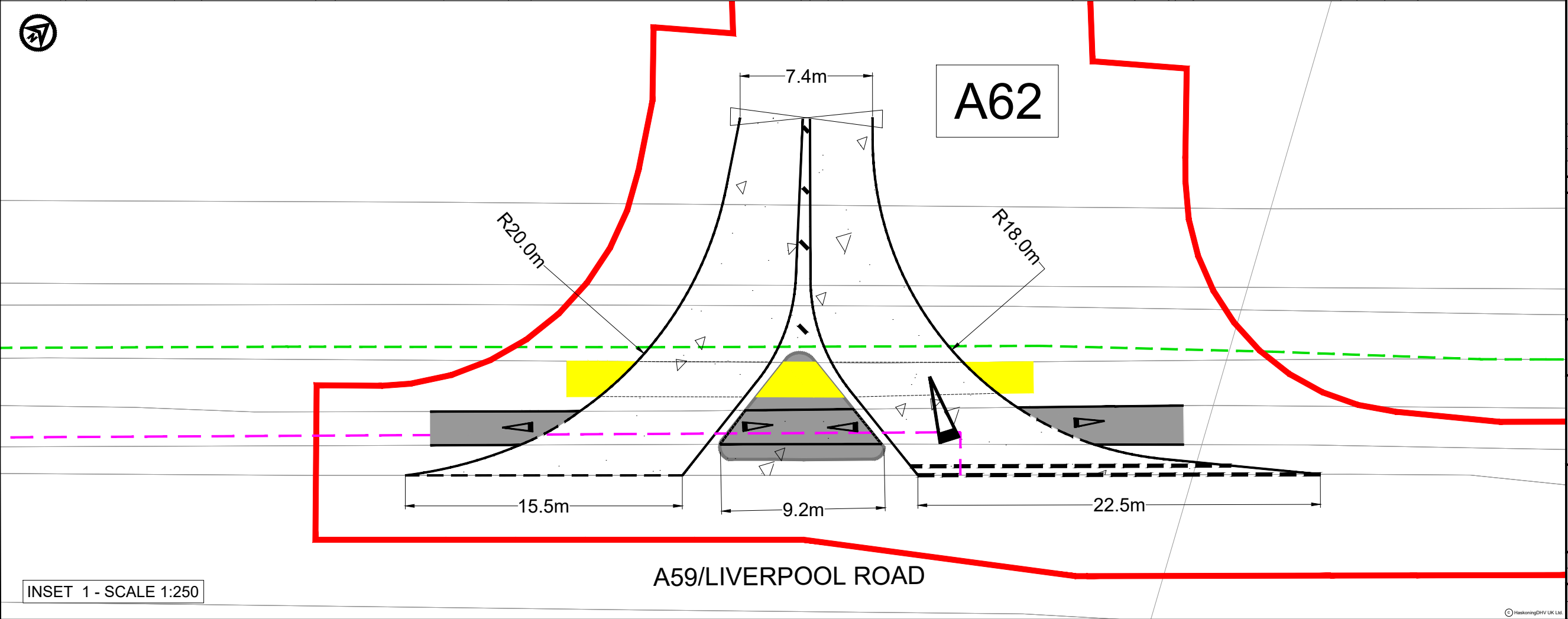
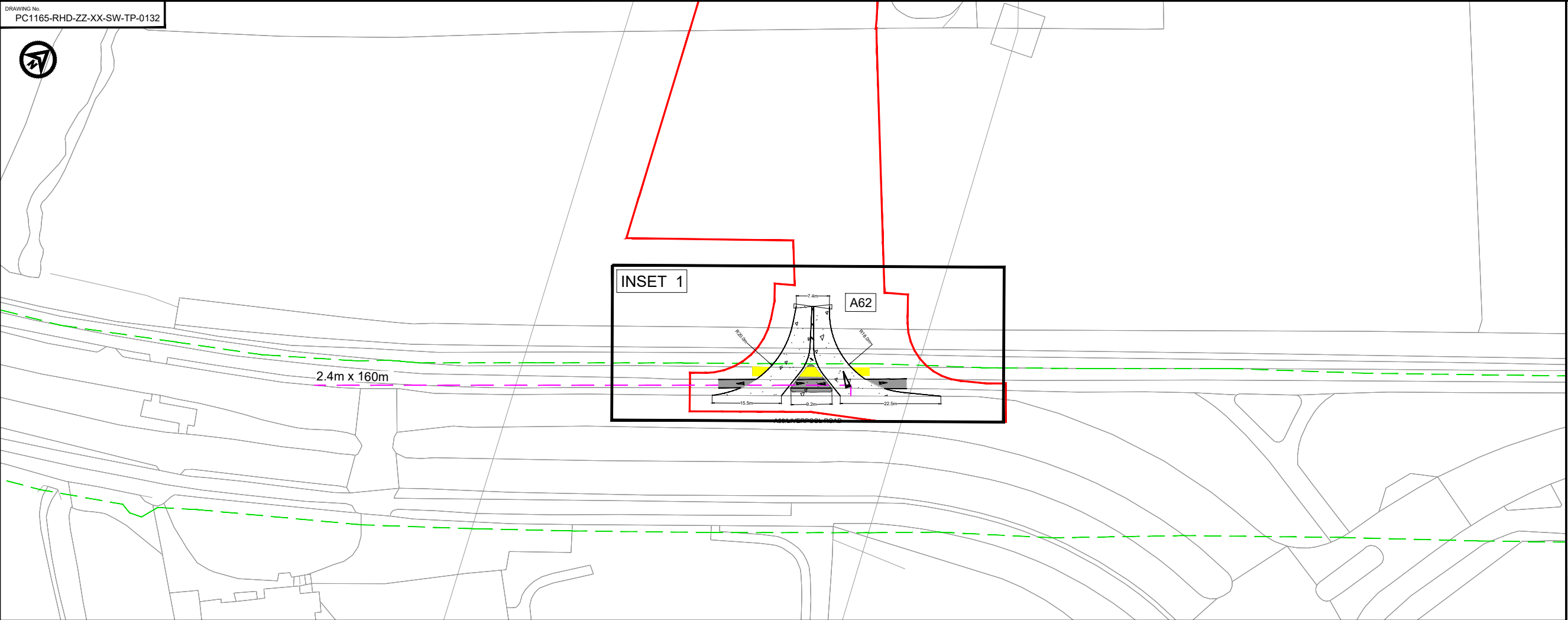
MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**  
ACCESS A61  
SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 20.09.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0155 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



INSET 1 - SCALE 1:250

- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

- KEY
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - VISIBILITY SPLAY 2.4m x 160m
  - PROPOSED FOOTWAY/ CYCLE LANE/ SPLITTER ISLAND
  - PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER
  - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P03 | 15.01.24 | HW BOUNDARY ADDED                  | AA | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 15.01.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A62  
GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 15.01.24                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0132 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |



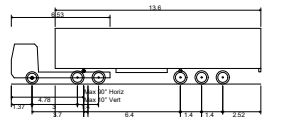
ARTICULATED HGV INGRESS AND EGRESS

- NOTES**
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  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED SHARE USE ISLAND
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.581m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | FIRST ISSUE       | AA | SKT | SKT |

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|-----|------|-------------|----|-----|-----|
|-----|------|-------------|----|-----|-----|

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

ACCESS A62  
SWEEP PATH ANALYSIS



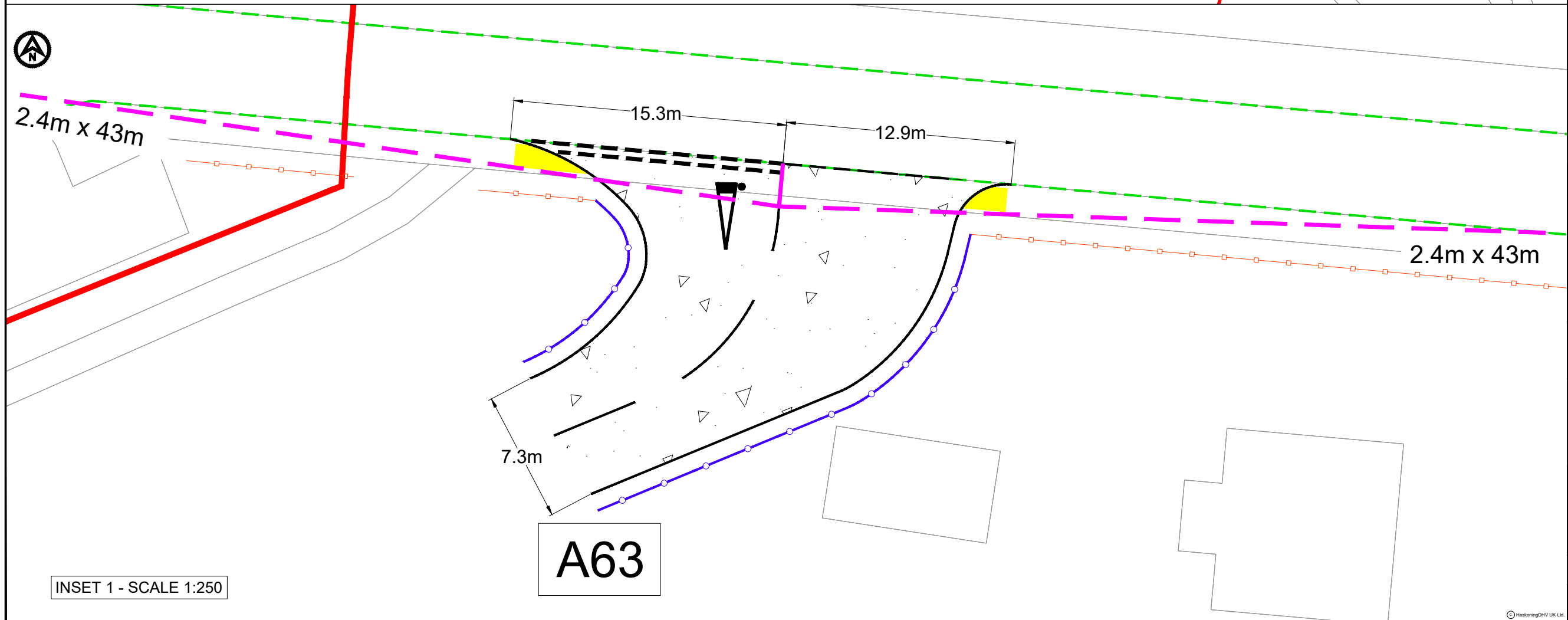
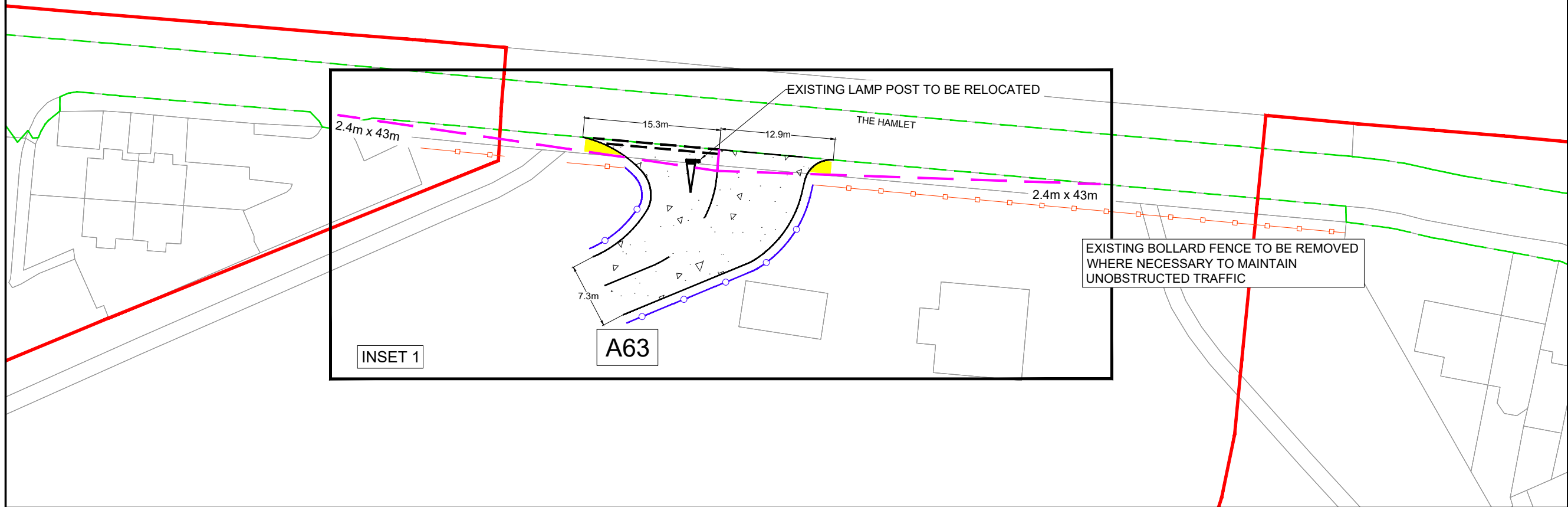
Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel: +44(0)1932 569596  
www.royalhaskoningdhv.com

|       |    |         |     |          |     |
|-------|----|---------|-----|----------|-----|
| DRAWN | AA | CHECKED | SKT | APPROVED | SKT |
|-------|----|---------|-----|----------|-----|

|      |          |             |       |              |  |
|------|----------|-------------|-------|--------------|--|
| DATE | 15.01.24 | SCALE AT A3 | 1:500 | AUTOCAD REF. |  |
|------|----------|-------------|-------|--------------|--|

|             |                             |          |  |
|-------------|-----------------------------|----------|--|
| DRAWING No. | PC1165-RHD-ZZ-XX-SW-TP-0133 | REVISION |  |
|-------------|-----------------------------|----------|--|

|                |     |
|----------------|-----|
| CLIENT DWG No. | P02 |
|----------------|-----|



- NOTES
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  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

|     |                                                        |
|-----|--------------------------------------------------------|
| —   | EXISTING ARRANGEMENT                                   |
| —   | MORGAN AND MORECAMBE ORDER LIMITS                      |
| --- | INDICATIVE HIGHWAY BOUNDARY                            |
| --- | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                 |
| --- | VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION         |
| --- | BARRIERS SET 1m FROM THE EDGE OF THE PROPOSED ACCESS   |
| --- | EXISTING BOLLARD FENCE                                 |
| --- | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE |
| --- | PROPOSED NEW UNCONTROLLED TACTILE CROSS OVER           |

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 04.09.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE  
ACCESS A63  
GENERAL ARRANGEMENT



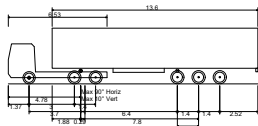
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|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 04.09.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0152 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



- NOTES**
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- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEPT PATH

|     |          |                   |    |     |     |
|-----|----------|-------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 04.09.24 | FIRST ISSUE       | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION       | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**

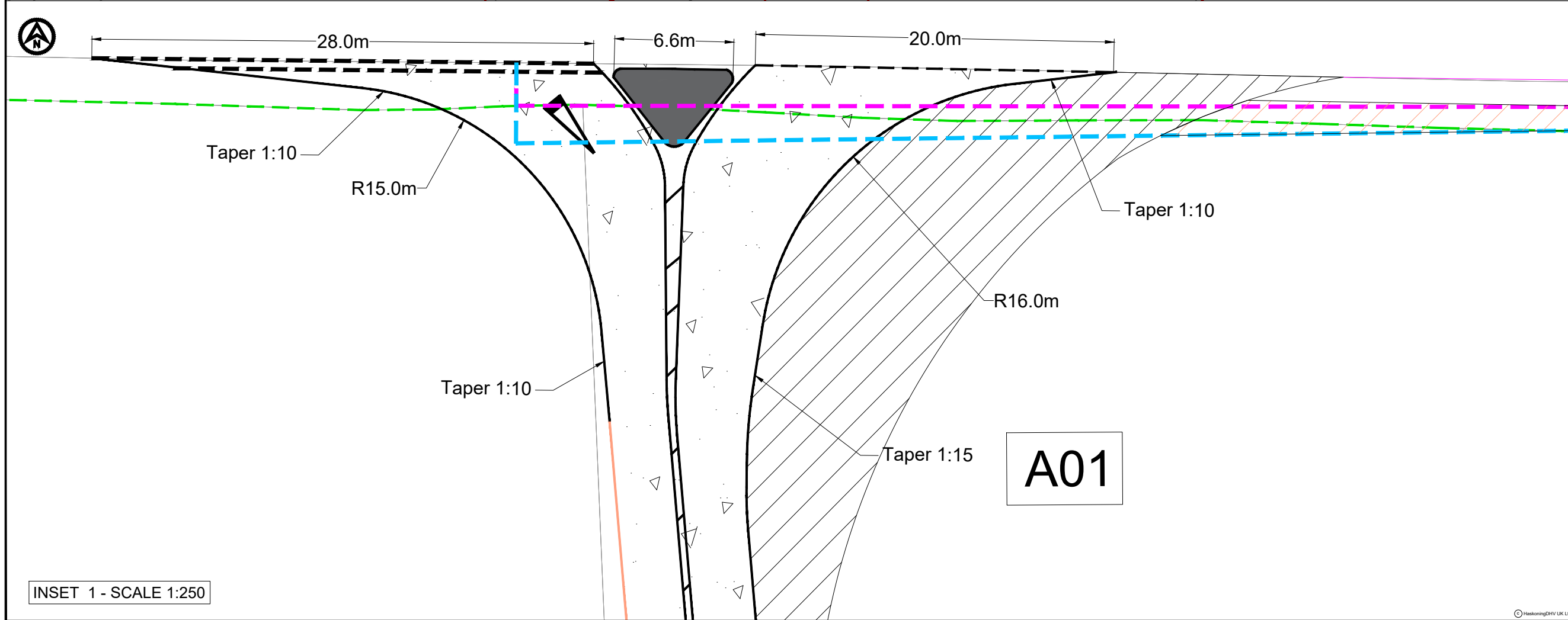
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

ACCESS A63  
SWEPT PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 04.09.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0153 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |



- NOTES
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  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
  3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
  4. Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

|   |                                                                        |
|---|------------------------------------------------------------------------|
| — | EXISTING ARRANGEMENT                                                   |
| — | MORGAN AND MORECAMBE ORDER LIMITS                                      |
| — | INDICATIVE HIGHWAY BOUNDARY                                            |
| — | ACCESS LAYOUT/ PROPOSED ROAD MARKINGS                                  |
| — | VISIBILITY SPLAY 2.4m x 160m                                           |
| — | VISIBILITY SPLAY 4.5m x 160m                                           |
| — | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                 |
| — | PROPOSED EXTENTS OF JUNCTION WIDENING                                  |
| — | PROPOSED GATE                                                          |
| — | PROPOSED SPLITTER ISLAND                                               |
| — | AREA OF HEDGEROWS MG_65 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6) |

|     |          |                                        |    |     |     |
|-----|----------|----------------------------------------|----|-----|-----|
| P05 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P04 | 02.05.24 | UPDATED WORK AREA AND ORDER LIMITS     | AA | SKT | SKT |
| P03 | 28.03.24 | ACCESS MOVED TO THE EAST               | AA | SKT | SKT |
| P02 | 21.12.23 | UPDATED LOCATION OF THE ACCESS         | AA | SKT | SKT |
| P01 | 05.12.23 | FIRST ISSUE                            | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                            | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

A01 ACCESS GENERAL ARRANGEMENT



|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 05.12.23                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0103 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P05 |

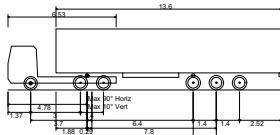
DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0104



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- EXISTING ARRANGEMENT
  - MORGAN AND MORECAMBE ORDER LIMITS
  - INDICATIVE HIGHWAY BOUNDARY
  - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
  - ◻ PROPOSED GATE

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

- ▨ VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
— VEHICLE CHASSIS SWEPT PATH

|     |          |                                |    |     |     |
|-----|----------|--------------------------------|----|-----|-----|
| PM  | 15.06.20 | HW BOUNDARY ADDED              | KP | SKT | SKT |
| P03 | 28.03.24 | ACCESS MOVED TO THE EAST       | AA | SKT | SKT |
| P02 | 21.12.23 | UPDATED LOCATION OF THE ACCESS | AA | SKT | SKT |
| P01 | 05.12.23 | FIRST ISSUE                    | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                    | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**  
MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

A01 ACCESS  
SWEPT PATH ANALYSIS



Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel +44(0)1932 569596  
www.royalhaskoningdhv.com

|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 05.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0104 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P04 |

ARTICULATED HGV INGRESS AND EGRESS

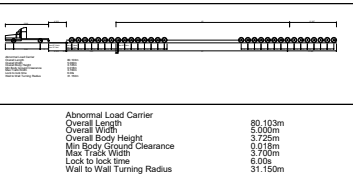


- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
  2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- ▨ PROPOSED EXTENTS OF JUNCTION WIDENING
- ◊ PROPOSED GATE

VEHICLE TRACKING



- ▨ VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEPT PATH

|     |          |                                |    |     |     |
|-----|----------|--------------------------------|----|-----|-----|
| PM  | 15.08.20 | HW BOUNDARY ADDED              | KP | SKT | SKT |
| P03 | 28.03.24 | ACCESS MOVED TO THE EAST       | AA | SKT | SKT |
| P02 | 21.12.23 | UPDATED LOCATION OF THE ACCESS | AA | SKT | SKT |
| P01 | 11.12.23 | FIRST ISSUE                    | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                    | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

A01 ACCESS  
SWEPT PATH ANALYSIS -  
ABNORMAL LOAD CARRIER



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 11.12.23                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0119 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P04 |

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0142



2.4m x 120m

HEDGEROW MC\_63

A02

HEDGEROW MC\_63

INSET 1

2.4m x 120m



A02

R5.0m

6.0m

20.0m

R5.0m

INSET 1 - SCALE 1:250

#### NOTES

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3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 13 of 19.
7. Requirement for diverge tapers to be determined once daily flows into access established.

#### KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGEROWS MC\_87 TO BE REMOVED WITHIN VISIBILITY SPAY (NOTE 6)

|     |          |                                    |    |     |     |
|-----|----------|------------------------------------|----|-----|-----|
| P03 | 15.05.25 | HW BOUNDARY ADDED                  | KP | SKT | SKT |
| P02 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 17.01.23 | FIRST ISSUE                        | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                        | BY | CHK | APP |

#### REVISIONS

#### CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

#### PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

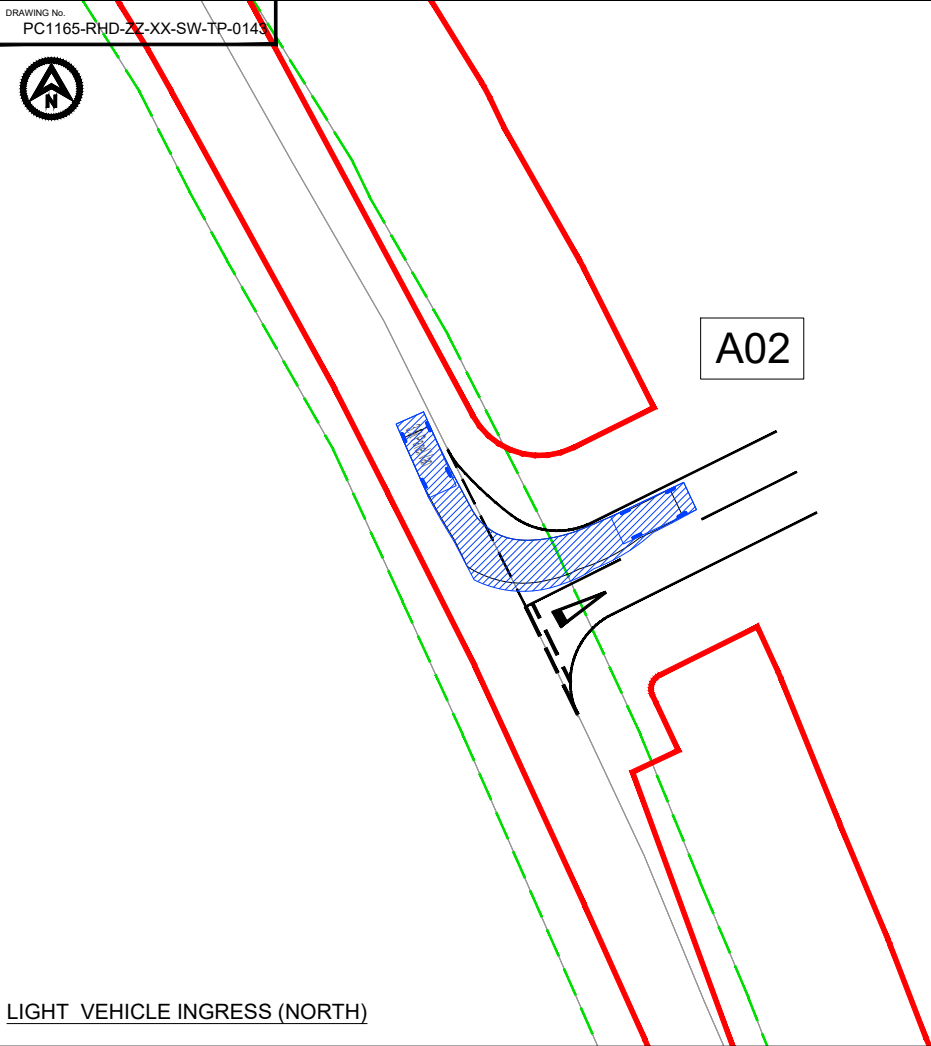
#### TITLE

ACCESS A02  
GENERAL ARRANGEMENT

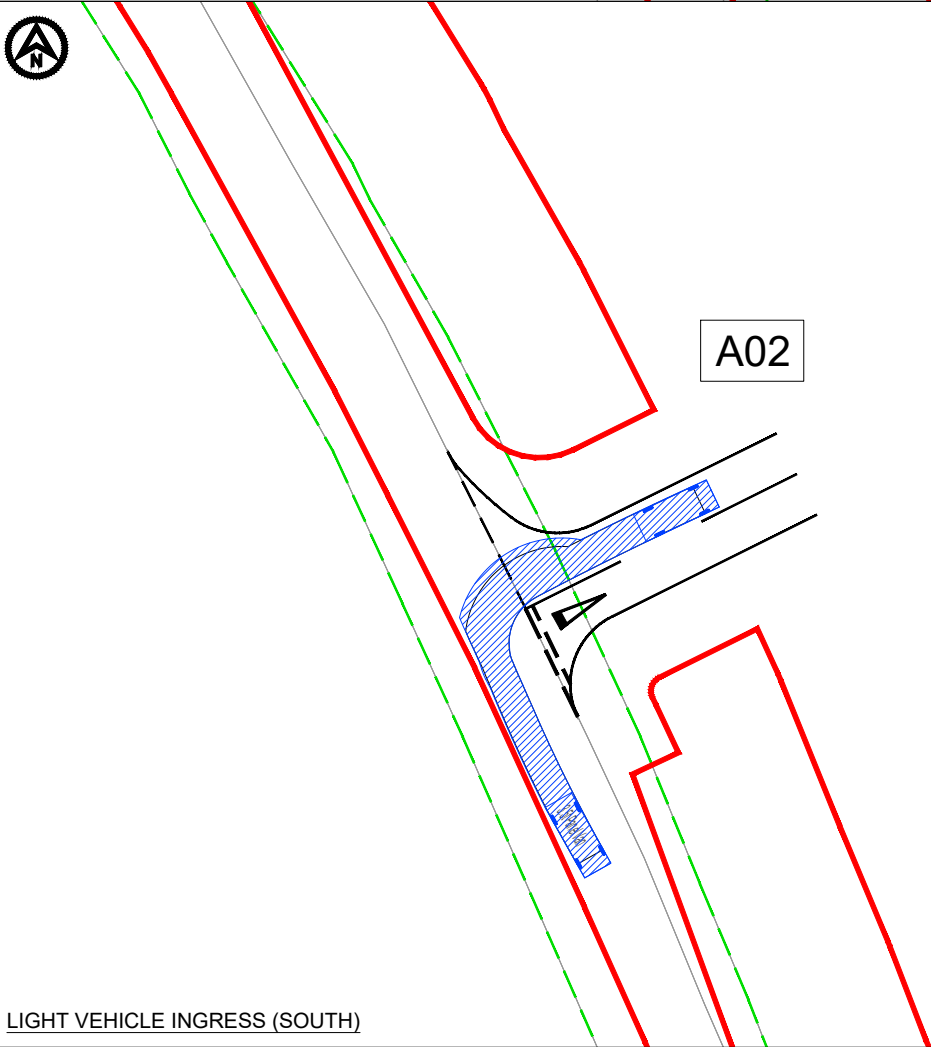


|                |                             |             |        |              |     |
|----------------|-----------------------------|-------------|--------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT    | APPROVED     | SKT |
| DATE           | 17.01.24                    | SCALE AT A3 | 1:1000 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0142 | REVISION    |        |              |     |
| CLIENT DWG No. |                             |             |        |              | P03 |

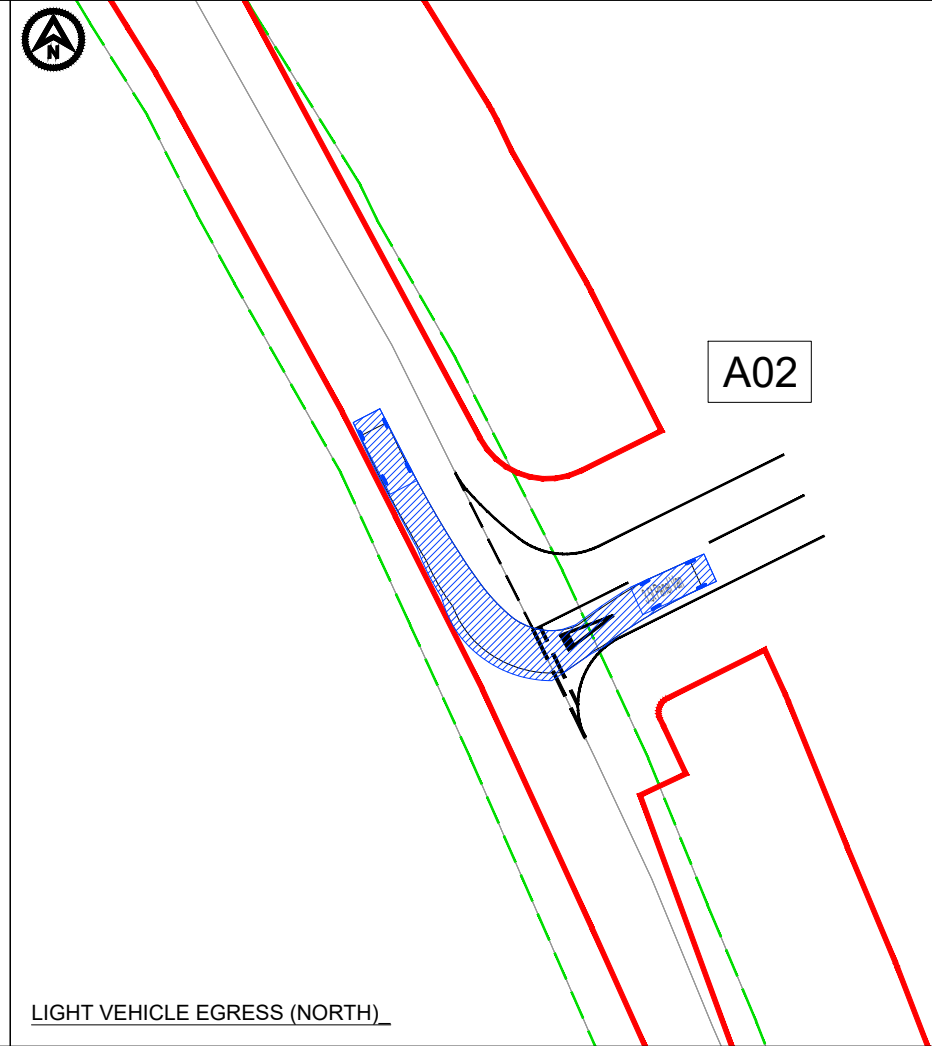
DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0143



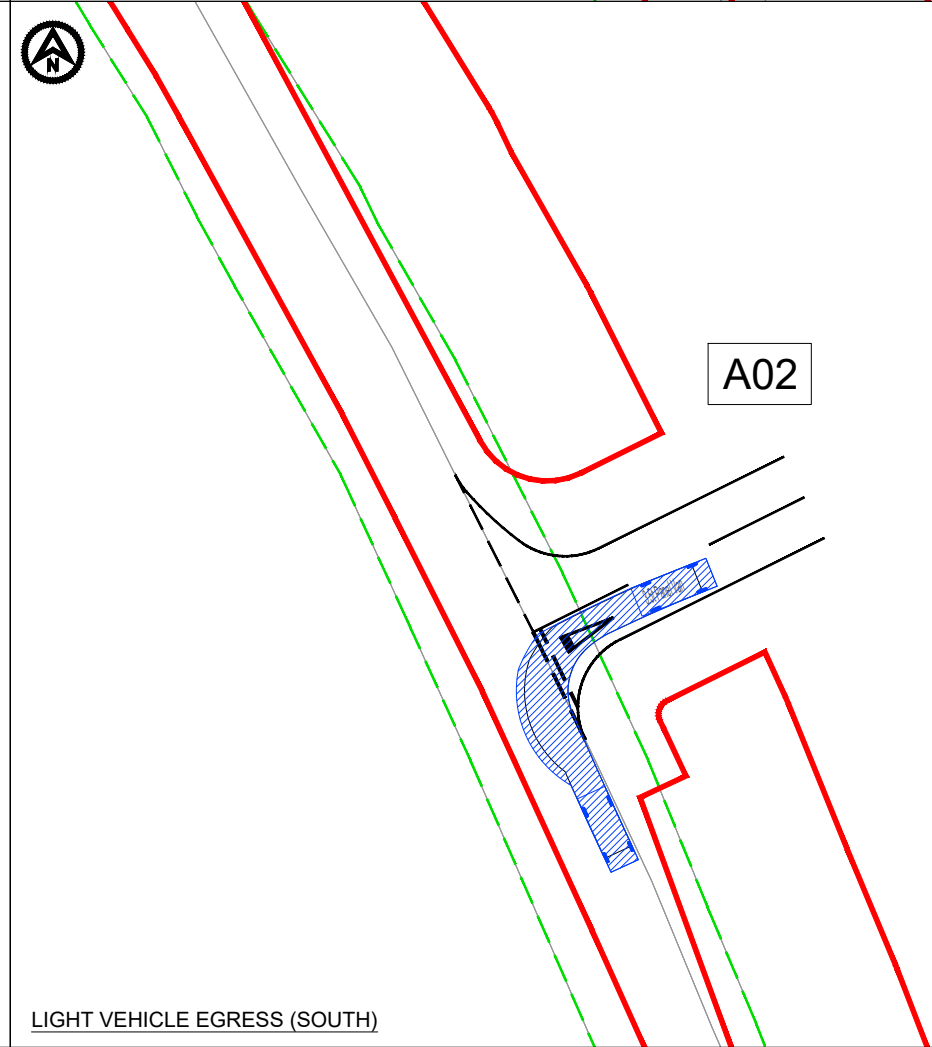
LIGHT VEHICLE INGRESS (NORTH)



LIGHT VEHICLE INGRESS (SOUTH)



LIGHT VEHICLE EGRESS (NORTH)



LIGHT VEHICLE EGRESS (SOUTH)

- NOTES**
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  4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
  5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
  6. Requirement for diverge tapers to be determined once daily flows into access established.

**KEY**

|  |                                        |
|--|----------------------------------------|
|  | EXISTING ARRANGEMENT                   |
|  | MORGAN AND MORECAMBE ORDER LIMITS      |
|  | INDICATIVE HIGHWAY BOUNDARY            |
|  | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS |

**VEHICLE TRACKING**

|                             |        |
|-----------------------------|--------|
|                             |        |
| 3.5t Panel Van              |        |
| Overall Length              | 5.330m |
| Overall Width               | 1.980m |
| Overall Body Height         | 2.565m |
| Min Body Ground Clearance   | 0.335m |
| Track Width                 | 1.886m |
| Lock to lock time           | 4.00s  |
| Kerb to Kerb Turning Radius | 6.400m |

|  |                                        |
|--|----------------------------------------|
|  | VEHICLE BODY SWEEP PATH (FORWARD GEAR) |
|  | VEHICLE CHASSIS SWEEP PATH             |

|     |          |                                         |    |     |     |
|-----|----------|-----------------------------------------|----|-----|-----|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT ADMMDED | KP | SKT | SKT |
| P01 | 17.01.24 | FIRST ISSUE                             | AA | SKT | SKT |
| REV | DATE     | DESCRIPTION                             | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

**TITLE**

ACCESS A02  
SWEEP PATH ANALYSIS



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | AA                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 17.01.24                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0143 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P02 |

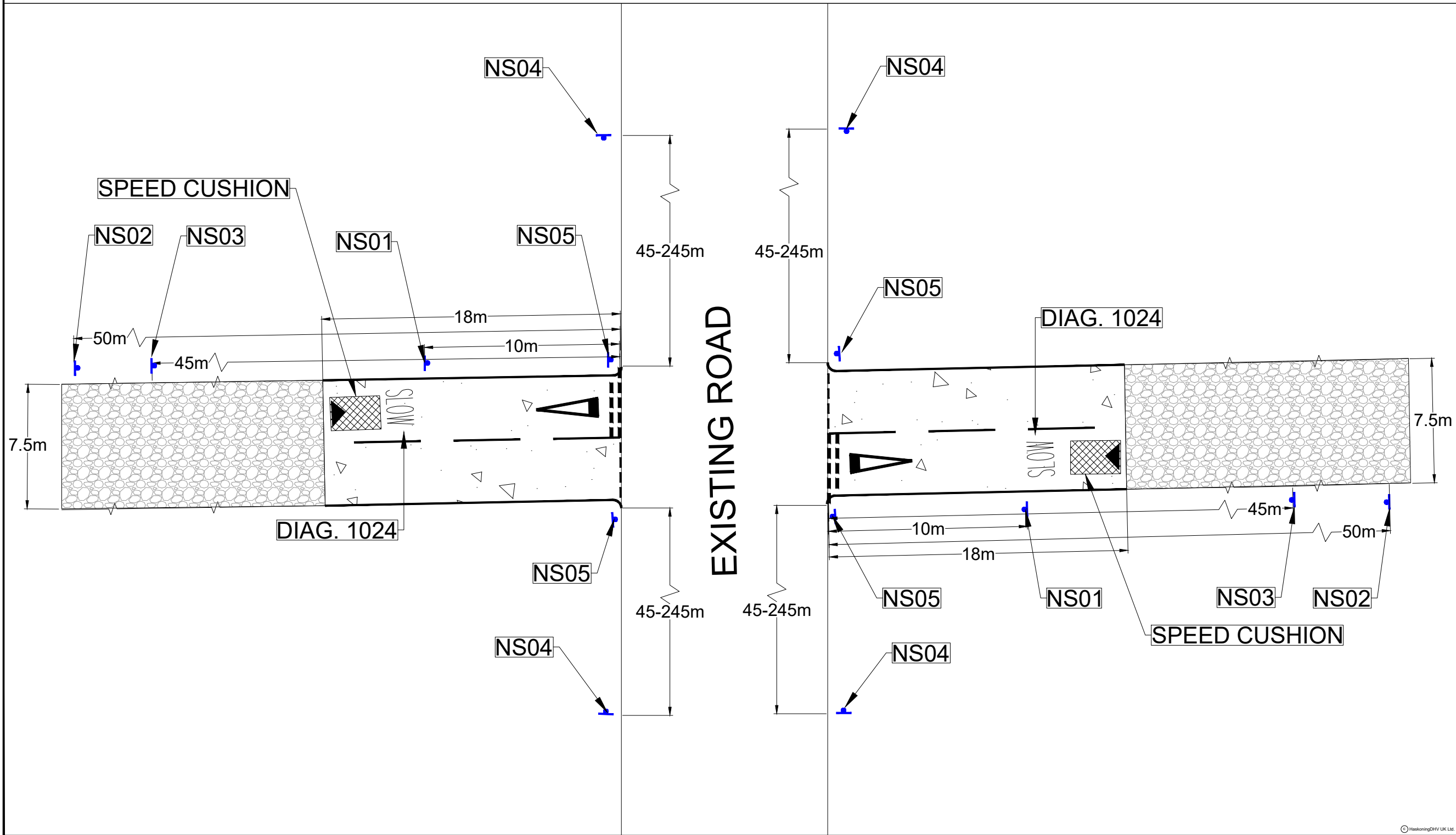


## SIGN SCHEDULE

| SIGN REF  | NS01 | NS02 | NS03 | NS04 | NS05 |
|-----------|------|------|------|------|------|
| SIGN FACE |      |      |      |      |      |

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| KEY |                                                                                   |
|-----|-----------------------------------------------------------------------------------|
|     | EXISTING ARRANGEMENT                                                              |
|     | PROPOSED ACCESS BOUNDARY/ROAD MARKINGS                                            |
|     | PROPOSED ROAD SIGN                                                                |
|     | FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE                            |
|     | UNBOUND HAULAGE ROUTE                                                             |
|     | PROPOSED SPEED CUSHION - LOCATIONS REQUIRING SPEED CUSHIONS TO BE AGREED WITH LCC |



| REV | DATE     | DESCRIPTION         | BY | CHK | APP |
|-----|----------|---------------------|----|-----|-----|
| P02 | 23.06.25 | SPEED CUSHION ADDED | KP | SKT | SKT |
| P01 | -        | FIRST ISSUE         | KP | SKT | SKT |

### REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT  
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ROAD CROSSING STANDARD DETAIL



| DRAWN          | CHECKED                     | APPROVED     |
|----------------|-----------------------------|--------------|
| KP             | SKT                         | SKT          |
| DATE           | SCALE AT A3                 | AUTOCAD REF. |
| 26.03.25       | NTS                         | 0156         |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0156 | REVISION     |
| CLIENT DWG No. |                             | P02          |

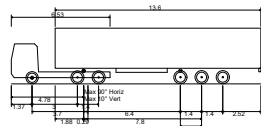


- NOTES**
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**KEY**

— EXISTING ARRANGEMENT

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 2.550m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

 VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
 VEHICLE CHASSIS SWEPT PATH

|     |          |             |    |     |     |
|-----|----------|-------------|----|-----|-----|
| P01 | 15.05.25 | FIRST ISSUE | KP | SKT | SKT |
| REV | DATE     | DESCRIPTION | BY | CHK | APP |

**REVISIONS**

CLIENT

**MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD**

**PROJECT**  
**MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS**

**TITLE**  
**A584 FRECKLETON  
U TURN LOCATION  
SWEPT PATH ANALYSIS**



|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | KP                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 14.05.25                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0157 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P01 |

ARTICULATED HGV U TURN

PRESTON NEW ROAD

A584

A584

DRAWING No.  
PC1165-RHD-ZZ-XX-SW-TP-0158



A583

A585

A583

RIBBY ROAD

ARTICULATED HGV U TURN

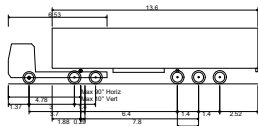
NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

— EXISTING ARRANGEMENT

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEPT PATH

|     |          |             |    |     |     |
|-----|----------|-------------|----|-----|-----|
| P01 | 15.05.25 | FIRST ISSUE | KP | SKT | SKT |
| REV | DATE     | DESCRIPTION | BY | CHK | APP |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

TITLE

A583 KIRKHAM  
U TURN LOCATION  
SWEPT PATH ANALYSIS



Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel: +44(0)1932 569596  
www.royalhaskoningdhv.com

|                |                             |             |       |              |     |
|----------------|-----------------------------|-------------|-------|--------------|-----|
| DRAWN          | KP                          | CHECKED     | SKT   | APPROVED     | SKT |
| DATE           | 14.05.25                    | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0158 | REVISION    |       |              |     |
| CLIENT DWG No. |                             |             |       |              | P01 |

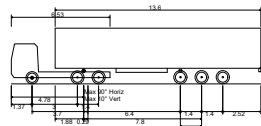


- NOTES**
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**KEY**

— EXISTING ARRANGEMENT

**VEHICLE TRACKING**



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m

 VEHICLE BODY SWEPT PATH (FORWARD GEAR)  
 VEHICLE CHASSIS SWEPT PATH

|     |          |             |    |     |     |
|-----|----------|-------------|----|-----|-----|
| P01 | 15.05.25 | FIRST ISSUE | KP | SKT | SKT |
| REV | DATE     | DESCRIPTION | BY | CHK | APP |

**REVISIONS**

**CLIENT**

MORECAMBE OFFSHORE WIND  
FARM LTD AND MORGAN  
OFFSHORE WINDFARM LTD

**PROJECT**

MORGAN AND MORECAMBE  
OFFSHORE WIND FARMS  
TRANSMISSION ASSETS

**TITLE**

A59 HUTTOIN  
U TURN LOCATION  
SWEPT PATH ANALYSIS



Westpoint, Peterborough Business Park,  
Lynch Wood  
Peterborough PE2 6PZ  
Tel +44(0)1932 569596  
www.royalhaskoningdhv.com

|       |          |             |       |              |     |
|-------|----------|-------------|-------|--------------|-----|
| DRAWN | KP       | CHECKED     | SKT   | APPROVED     | SKT |
| DATE  | 14.05.25 | SCALE AT A3 | 1:500 | AUTOCAD REF. |     |

|                |                             |          |     |
|----------------|-----------------------------|----------|-----|
| DRAWING No.    | PC1165-RHD-ZZ-XX-SW-TP-0159 | REVISION |     |
| CLIENT DWG No. |                             |          | P01 |

ARTICULATED HGV U TURN