



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Outline Highway Access Management Plan



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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	The offshore and onshore infrastructure connecting the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm to the national grid. This includes the offshore export cables, landfall site, onshore export cables, onshore substations, 400 kV grid connection cables and associated grid connection infrastructure such as circuit breaker compounds. Also referred to in this report as the Transmission Assets, for ease of reading.
Onshore export cable corridor	The corridor within which the onshore export cables will be located.
Onshore substation	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.
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
CCWG	Construction Coordination Working Group
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 1.4 and **Appendix A**;
- Updates to Section 1.2 and Section 1.3 in relation to agreeing access arrangements and protocols to Blackpool Airport with Blackpool Airport Operations Limited;
- Updates to Section 1.4.3 in relation to agreeing the final placement of signage with the relevant highway authority, following comments from Lancashire County Council;
- Updates to Section 1.5 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;

- Minor corrections to drafting noted by the Applicants;
- Minor revisions to the locations of access A63 presented in **Appendix A**;
- Clarification of the roles and responsibilities for implementing this outline management plan; ~~and~~
- Clarification of the measures within this outline management plan that will be implemented during the onshore site preparation works;
- Minor revisions to the locations of accesses A7/A8, A9 and the addition of access A9b following the acceptance of the Change Request;
- Details of commitments relevant to this OHAMP;
- Details of the Construction Coordination Working Group;
- Removal of access A16 from Ballam Road;
- Removal of access A57, via the Guild Wheel; and
- Updated to the -requirement wording- to reflect approval of the plan by the local highway authority.

1.1.3.5 All commitments identified for the Transmission Assets are detailed in the Volume 1, Annex 5.3 Commitment register of the ES (document reference F1.5.3) and summarised within each topic chapter of the ES. The commitment of relevance to this OHAMP, is set out in **Table 1.1** below. This will be included within and developed further as part of detailed HAMP(s).

Table 1.1: Commitments relevant to this OHAMP

<u>Commitment number</u>	<u>Measures adopted</u>	<u>How the measure is secured</u>	<u>Where is the commitment referenced within the document</u>
<u>CoT23</u>	<u>Temporary access points from the public highway will be installed to facilitate vehicular access into the onshore export cable corridor, 400 kV grid connection cable corridor and Onshore Substations, during construction, in accordance with the indicative outline highway access designs set out within Outline Highways Access Management Plan, prepared and submitted with the application for development consent.</u>	<u>DCO Schedules 2A & 2B, Requirement 10 (Highway accesses) and Requirement 14 (Construction hours); Access to Works Plan</u>	<u>Section 1.4 includes details of the approach to agreeing highway access designs.</u>

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 the roles and responsibilities.
 - **Section 1.3** presents outline details for highway accesses.
 - **Section 1.4** presents the preliminary access designs and requirements for securing accesses.
 - **Section 1.5** presents traffic management relating to accesses and haul road crossings.

1.2 Roles and responsibilities

1.2.1 Overview

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

1.2.2 Applicants

- 1.2.2.1 The Applicants will be responsible for the following:
- Ensuring that the HAMP(s) are implemented effectively;
 - Giving necessary direction to contractors (for example, setting contractual obligations); and
 - Preparing the detailed HAMP(s) and undertaking reviews and refining the HAMP(s) (where necessary) in conjunction with the Principal Contractors.

1.2.3 Contractors/Subcontractors

- 1.2.3.1 Contractors and subcontractors will be required to understand their responsibilities and implement the measures within the outline and detailed HAMP(s).

1.2.4 Implementation of the Outline Highway Access Management Plan

1.2.4 DCO Requirements

- 1.2.4.1 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.
- 1.2.4.2 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.

- 1.2.4.3 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 new temporary or permanent means of access to a highway to be used by vehicular traffic, or any temporary or permanent alteration to an existing means of access to a highway used by vehicular traffic, may be formed for the Project A onshore works or Project A intertidal works until a highways access management plan for that access has been submitted to and approved in writing by ~~the relevant planning authority in consultation with the~~ the relevant highway authority, and in relation to the Project A Blackpool Airport works, in consultation with BAOL to the extent specified in the outline highway access management plan.

(2) Each highways access management plan must accord with the outline highways access management plan.

(3) The highway accesses must be implemented as approved.

- 1.2.4.4 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.

- 1.2.4.5 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.

- 1.2.4.6 Onshore site preparation works are defined in Article 2 of the draft DCO (document reference C1). This OHAMP applies to the onshore site preparation works and construction activities for the Transmission Assets located landward of Mean Low Water Springs (MLWS) and does not consider impacts seaward of MLWS.

- 1.2.4.7 Onshore site preparation works include the creation of new site accesses and as such technical approval and implementation will be undertaken in accordance with Requirement 10 (1), (2) and (3) and this OHAMP as certified through the DCO.

Construction Coordination Working Group

- 1.2.4.8 Following DCO award and prior to the commencement of construction, the Applicants would establish a Construction Coordination Working

Group (CCWG). The CCWG will provide a forum for post-consent engagement between the Applicants and the local planning authorities, to ensure consideration is given to the potential for coordination (where appropriate) between the projects. This will ensure that the planning authorities are engaged, and can provide input, throughout the Applicants' process of preparing information to discharge requirements of the made Order. In particular, the CCWG will facilitate discussion of detailed management plans and enable feedback on how comments have been addressed between each of the Applicants, specifically in the context of Requirement 25 (onshore collaboration) in Schedules 2A and 2B of the draft DCO.

1.2.4.9 Relevant planning authorities will be requested to nominate staff and invite relevant third parties i.e. stakeholders where discussions and feedback on detailed management plans may be relevant to those parties. The costs of attendance at meetings and engagement by the relevant planning authorities will be covered by post-consent Planning Performance Agreements. The membership of the CCWG will be kept under review throughout construction, with members added or removed as required.

1.2.4.10 It is proposed that CCWG meetings will be monthly, unless agreed otherwise between the members of the CCWG.

1.2.4.11 Topics for discussion will include the exploration of opportunities and measures for coordination between the projects in relation to:

- Indicative programming and staging of construction
- Survey planning and findings
- Requests for specific post consent information to inform the discharge of requirements
- Progress on design (e.g. onshore substation design, design of environmental mitigation areas)
- Update on engagement with statutory consultees
- Other consents or licences
- Construction implementation, including feedback on monitoring and complaints
- Requests for specific post consent information to inform the discharge of requirements
- Outputs of Requirement 25 (Onshore collaboration).

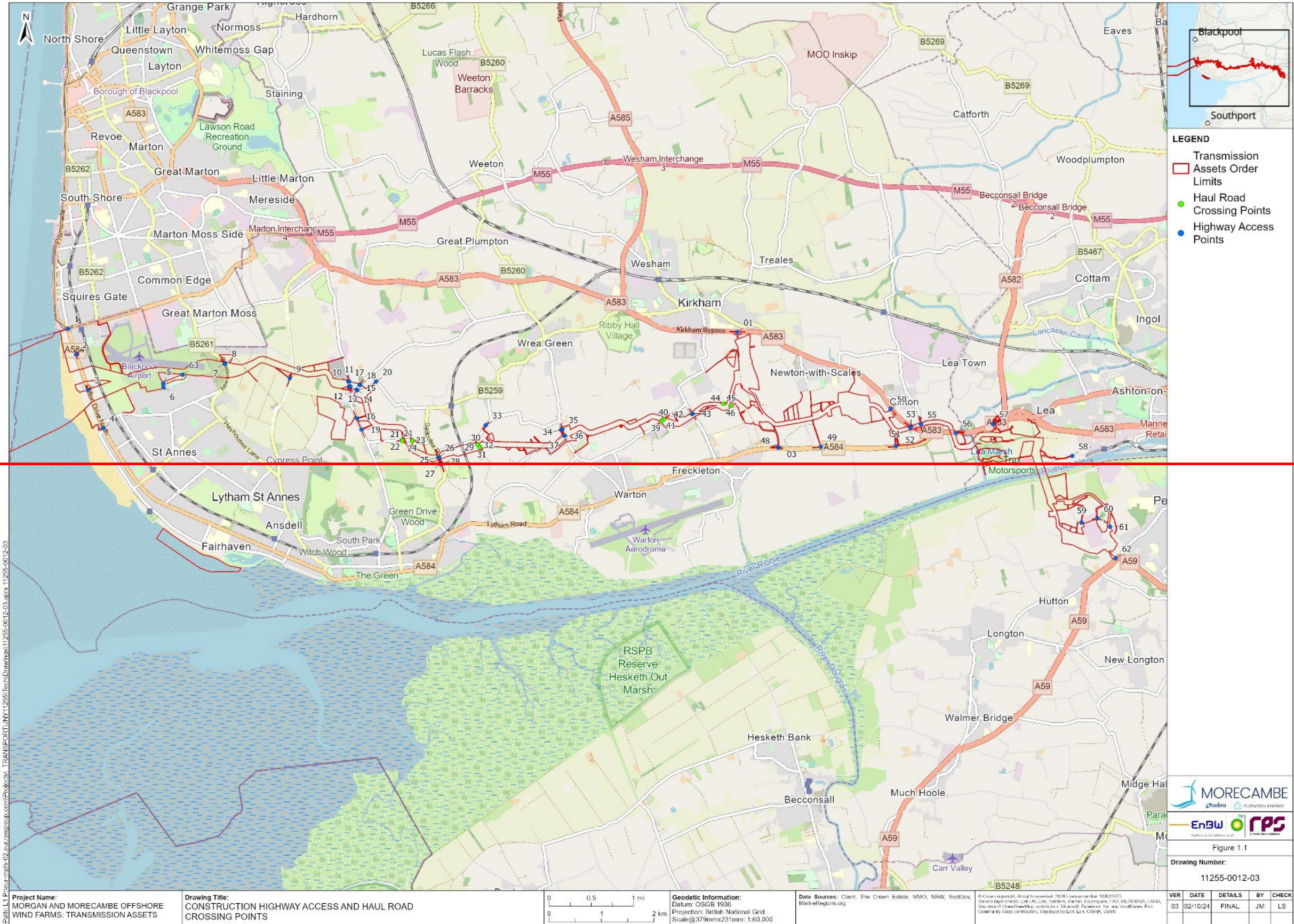
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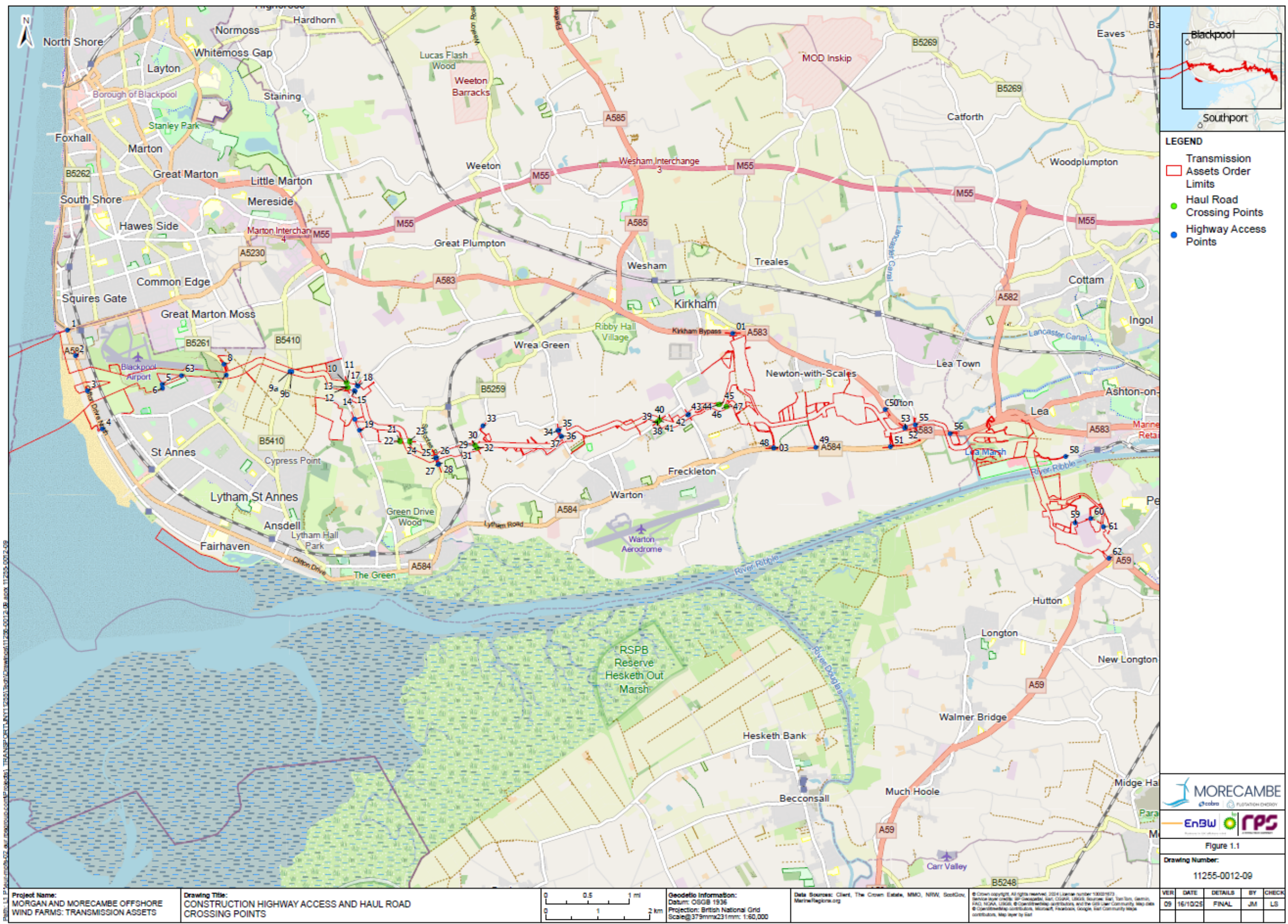
1.4 **1.3** **Highway accesses**

1.4.1.1 **1.3.1.1** This OHAMP includes temporary construction accesses onto the public highway and haul road crossings of the public highway as presented in **Figure 1.1**.

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- ~~1.4.1.2~~ 1.3.1.2 The construction accesses provide for both ingress and egress to and from the public highway.
- ~~1.4.1.3~~ 1.3.1.3 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.
- ~~1.4.1.4~~ 1.3.1.4 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.
- ~~1.4.1.5~~ 1.3.1.5 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.
- ~~1.4.1.6~~ 1.3.1.6 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





1.51.4 Access and Crossing designs

~~1.5.1.1~~ **1.4.1.1** 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.

~~1.5.1.2~~ **1.4.1.2** 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.

~~1.5.1.3~~ **1.4.1.3** 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.

~~1.5.1.4~~ **1.4.1.4** 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.

~~1.5.1.5~~ **1.4.1.5** **Table 1.2** provides a summary of the required visibility splay for each access and crossing in accordance with the measured 85th percentile speeds (the speed at which 85 percent of all vehicles are observed to travel), or the posted speed limit.

~~1.5.1.6~~ **1.4.1.6** It can be noted from **Table 1.2** that the provision of the full splay for access 59, crossings 38 - 41 and crossings 44 - 47 cannot be achieved for the 85th 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 85th 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.

~~1.5.1.7~~ 1.4.1.7 **Table 1.2** 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.

~~1.5.1.8~~ 1.4.1.8 Where the haul roads cross the public highway, traffic management would be used to ensure the safety of highway users and haul road vehicles.

~~1.5.1.9~~ 1.4.1.9 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).

~~1.5.1.10~~ 1.4.1.10 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.

~~1.5.1.11~~ 1.4.1.11 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 1.2: Preliminary access design summary

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th 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 th 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-0161, 0162, 0163 & 0164	N/A
	B5261	New Access	40 (PSL)	120m		N/A
A9a and A9b	B5410	Existing Access	45.7 (Measured Speed)	160m	PC1165-RHD-ZZ-XX-SW-TP-0007 & 0008	N/A No vehicles will be permitted to cross directly from Access A9a to A9b or from A9b to A9a. The use of access A9b would require the minor realignment of the existing Public Right of Way that utilises the existing access track. The proposed realignment would be agreed as part of developing the detailed Public Right of Way Management Plan(s) which is secured by inclusion of Requirement 8 of the draft Development Consent Order (DCO) (document
		Existing Access	45.7 (Measured Speed)	160m	PC1165-RHD-ZZ-XX-SW-TP-0165 & 0166	

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th percentile speed (mph)	Required visibility splay distance for the PSL or measured speed (*), **, ***	Drawing number	Notes
						reference C1) Schedules 2A & 2B
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
A21 & A22	Peg's Lane	New Crossing	40.0 (Measured Speed)	120m	PC1165-RHD-ZZ-XX-SW-TP-0094	N/A

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th percentile speed (mph)	Required visibility splay distance for the PSL or measured speed (*), **, ***	Drawing number	Notes
	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	
	Huck Lane	New Crossing	23.4 (Measured Speed)	70m		

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th percentile speed (mph)	Required visibility splay distance for the PSL or measured speed (*), **, ***	Drawing number	Notes
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	PC1165-RHD-ZZ-XX-SW-TP-0022 & 0060	Access A43 is identified as a location where surface water flooding exists. A
	Kirkham Road	New Access	40 (PSL)	120m		

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th percentile speed (mph)	Required visibility splay distance for the PSL or measured speed (*), **, ***	Drawing number	Notes
						suitable solution will be implemented to direct water to an attenuation system via a channel drainage system, thus reducing water and detritus flowing onto the highway. N/A This matter would also be considered as apart of Outline Surface and Groundwater Management Plan which forms an annex to the Outline Code of Construction Practice (CoCP) (document reference J1 (REP3018)).
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

Access ID	Road name	Access type	Posted Speed Limit (PSL) or measured 85 th percentile speed (mph)	Required visibility splay distance for the PSL or measured speed (*), **, ***	Drawing number	Notes
	Lower Lane	New Crossing	40.1 (Measured Speed)	120 (Reduced to 70m)		average 32.8mph, with an 85 th percentile speed of 40.1mph. This 85 th 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.
A46 & A47	Lower Lane	New Crossing	40.1 (Measured Speed)	120 (Reduced to 70m)	PC1165-RHD-ZZ-XX-SW-TP-0024 & 0156- 0160	A temporary reduction in the speed limit to 30mph (equivalent to the average) at this location is proposed. <u>Chevron signs would be provided on the two bends in advance of the crossing points to highlight the bends and assist in reducing vehicle speeds.</u>
	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 th 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 th 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 th 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.

~~1.5.2~~1.4.2 Road safety

~~1.5.2.1~~1.4.2.1 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.

~~1.5.3~~1.4.3 Technical approval

~~1.5.3.1~~1.4.3.1 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).

~~1.5.3.2~~1.4.3.2 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.

~~1.5.3.3~~1.4.3.3 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.

~~1.5.3.4~~ 1.4.3.4 The accesses highlighted within this OHAMP are temporary, save for those to the permanent access points for each of the onshore substations, and once a construction site access is no longer required, measures would be introduced to prevent unauthorised use and the access will be removed and the area reinstated (as soon as practicable and in any event no longer than 12 months following the completion of the relevant stage of onshore works unless otherwise agreed with highway authority in consultation with the relevant planning authority / authorities).

~~1.5.3.5~~ 1.4.3.5 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).

~~1.5.4~~ 1.4.4 Road safety audit

~~1.5.4.1~~ 1.4.4.1 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.

~~1.6~~ 1.5 Traffic management for temporary highway access points

~~1.6.1~~ 1.5.1 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.

~~1.6.1.1~~ 1.5.1.1 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.

~~1.6.2~~ 1.5.2 Road works

~~1.6.2.1~~ 1.5.2.1 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.

~~1.6.2.2~~ 1.5.2.2 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.

~~1.6.2.3~~1.5.2.3 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.

~~1.6.2.4~~1.5.2.4 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.

~~1.6.2.5~~1.5.2.5 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'.

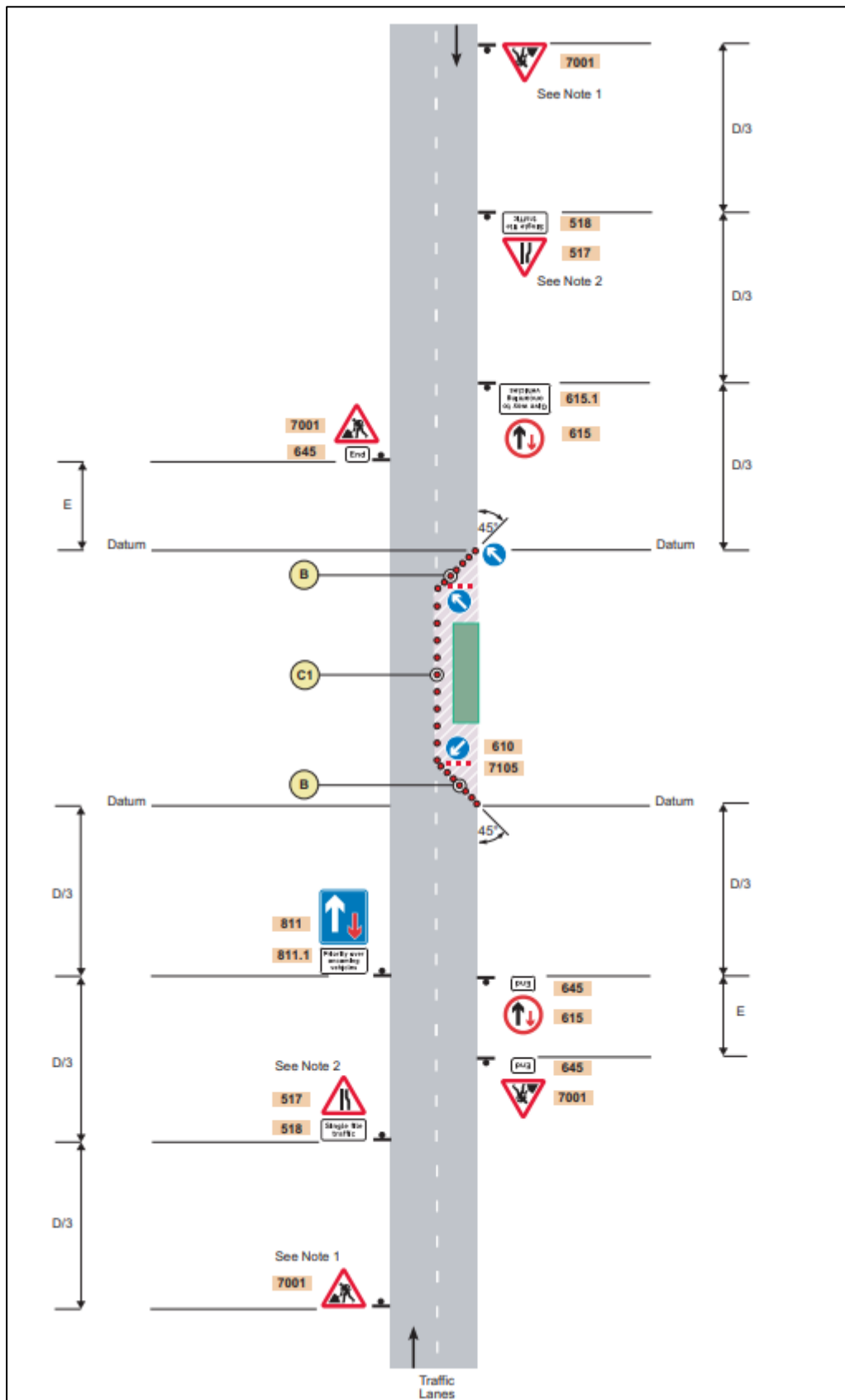


Figure 1.2: Priority signs on a two-lane single carriageway road

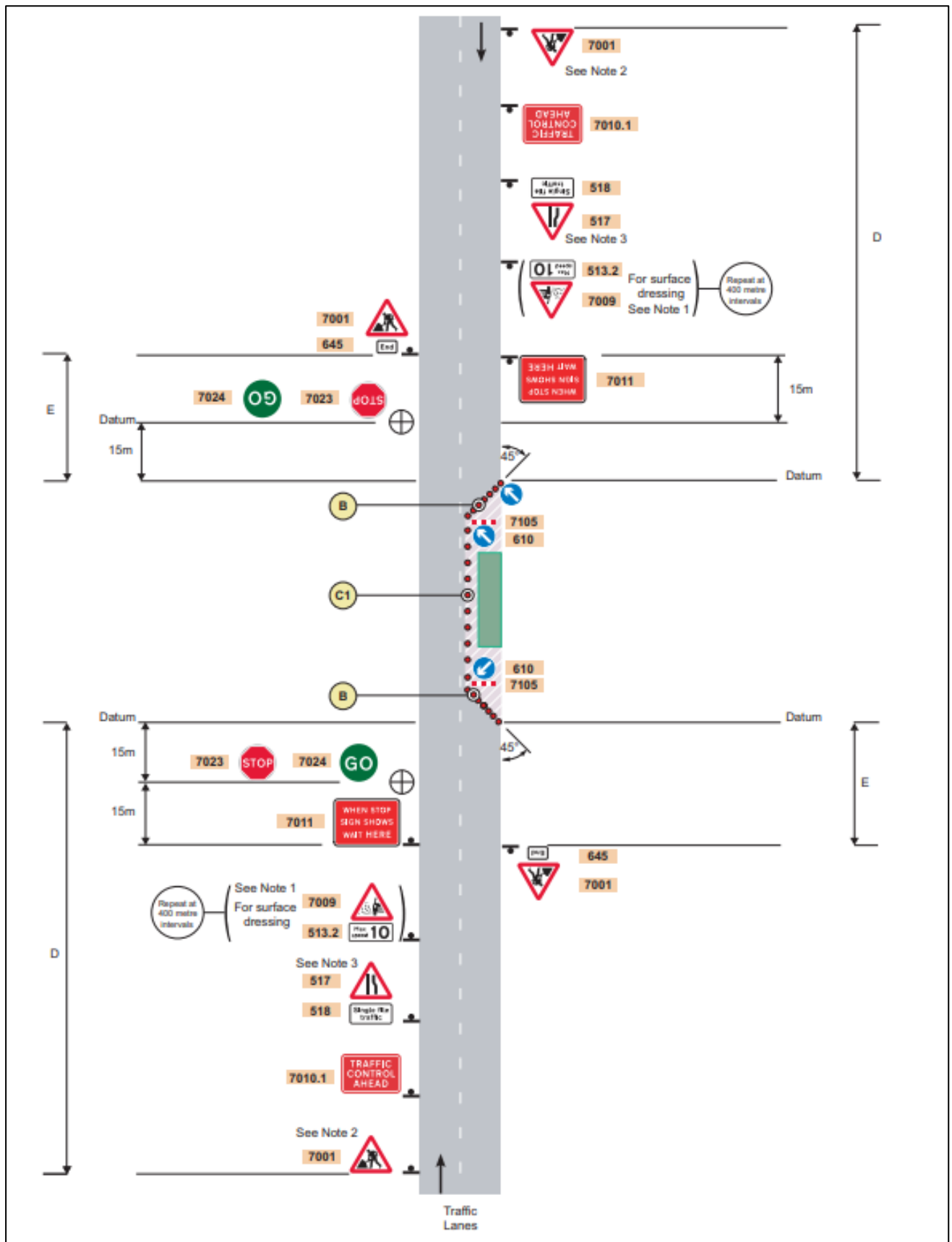


Figure 1.3: Stop/go signs on a two-lane single carriageway road

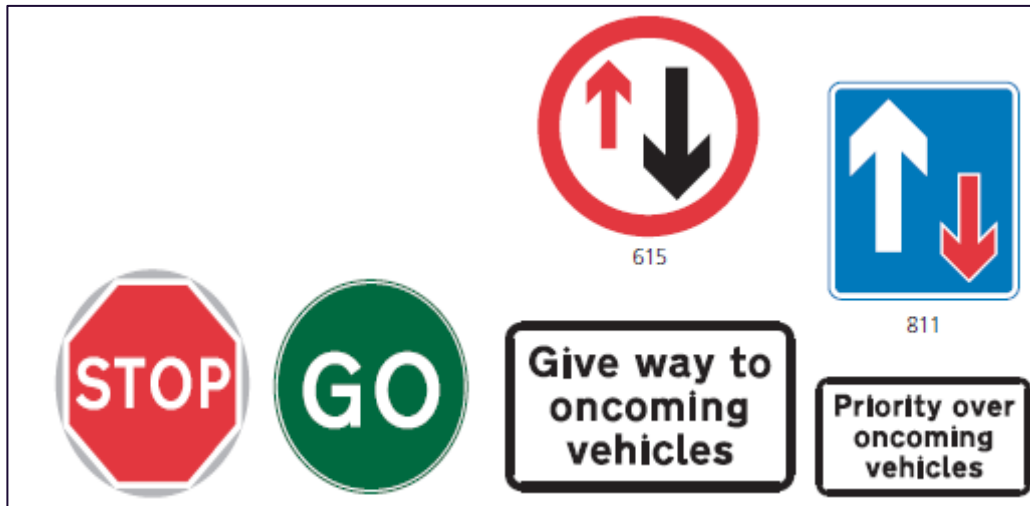


Figure 1.4: Manually operated stop/go signs and priority signs

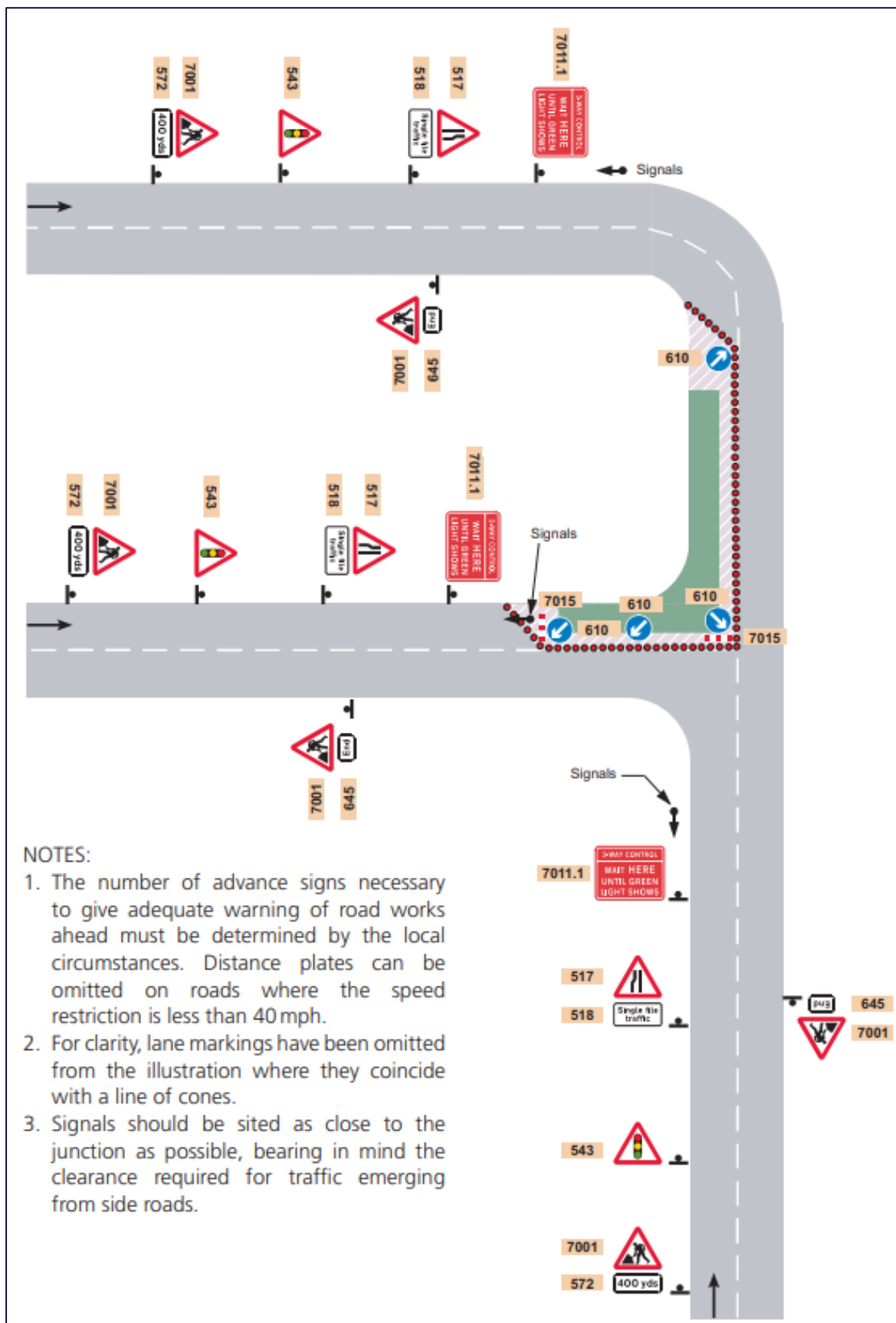


Figure 1.5: Roadworks at a T-junction – traffic control by means of portable traffic signals.

1.71.6 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. 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 <https://www.standardsforhighways.co.uk/search/962a81c1-abda-4424-96c9-fe4c2287308c>. Accessed May 2025.

National Highways (April 2025). Design Manual for Roads and Bridges (DMRB) GG119–Road Safety Audit. Available at <https://standardsforhighways.co.uk/search/html/69517ebd-ed8d-4558-b101-c1e80611000a?standard=DMRB>. Accessed May 2025.

The Chartered Institute of Highways and Transportation (2010) Manual for Streets 2 – Wider Application of the Principles. Available at <https://www.tsrgd.co.uk/pdf/mfs/mfs2.pdf>. Accessed May 2025.

Appendix A: Preliminary access and crossing designs

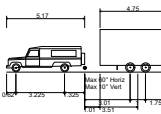
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0066



- 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 (HCU) + Ifor Williams HB510XL Horsebox
Overall Length 10.930m
Overall Width 2.350m
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 SWEEP PATH (FORWARD GEAR)
— VEHICLE CHASSIS SWEEP PATH

P02	15.05.23	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

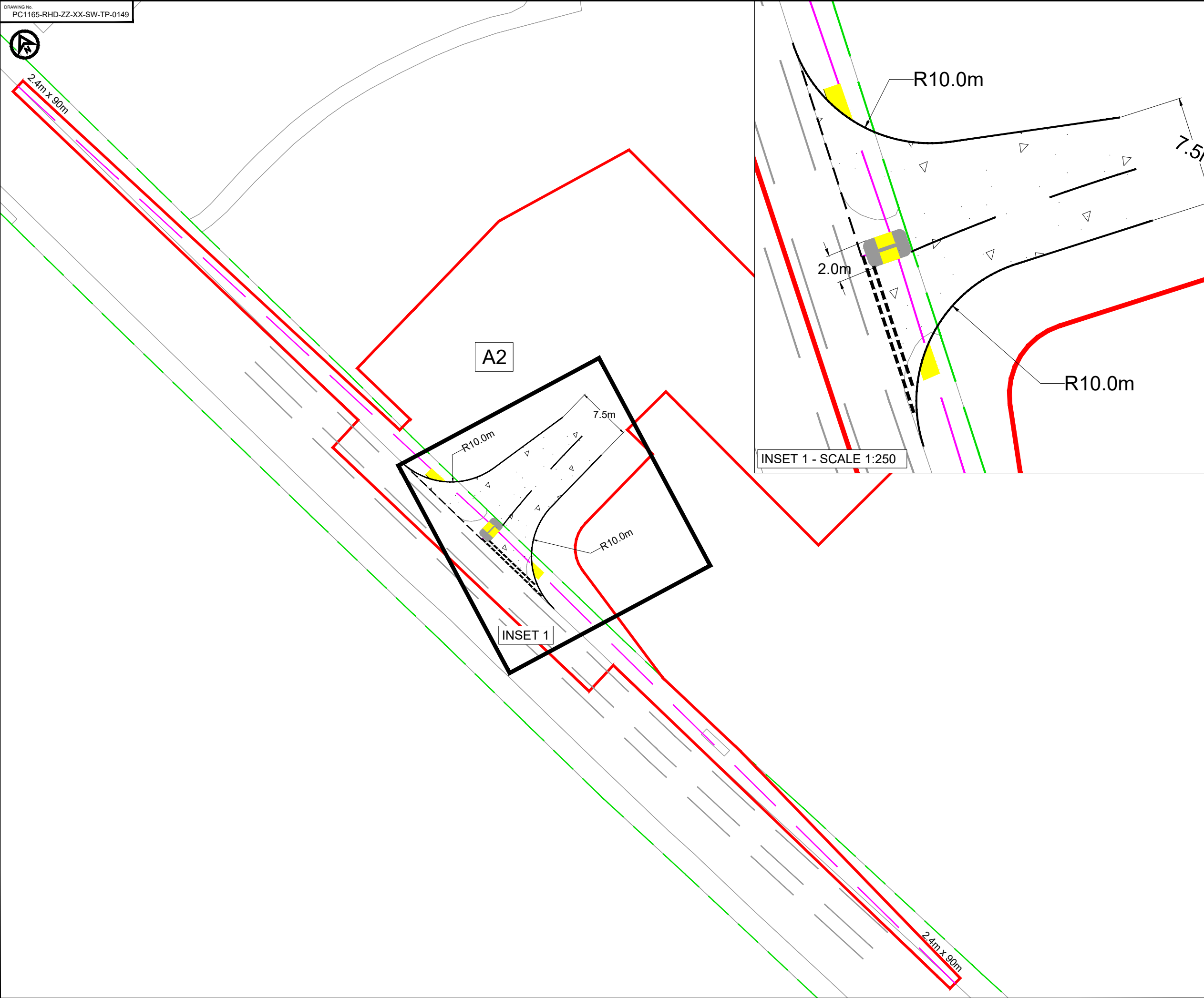
PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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.				

4X4 AND TRAILER 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.

KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- VISIBILITY SPLAY 2.4m x 90m
- PROPOSED NEW FOOTWAY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

INSET 1 - SCALE 1:250

INSET 1

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
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REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS A2
GENERAL ARRANGEMENT



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-0149	REVISION			
CLIENT DWG No.					P02



ARTICULATED HGV INGRESS



LIGHT VEHICLE INGRESS



ARTICULATED HGV EGRESS

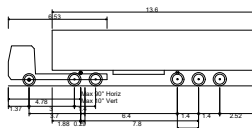


LIGHT VEHICLE EGRESS

- NOTES
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- 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 2.560m
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

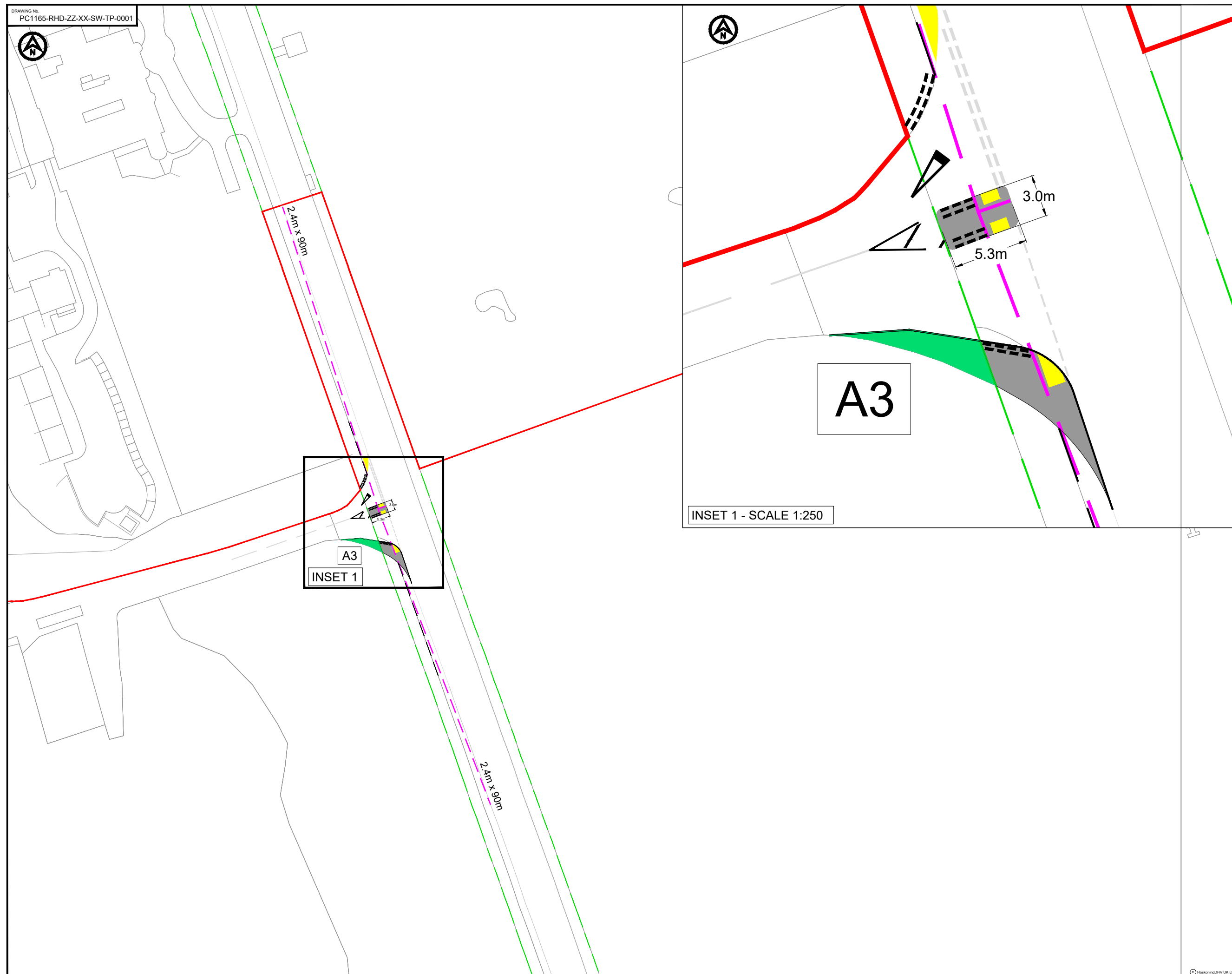
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A2
SWEEP PATH ANALYSIS



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



- ## 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 aerials; 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 removed 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

P04	24.08.25	JUNCTION GEOMETRY REDUCED	KP	SKT	SKT
P03	15.05.25	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

SUBJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS A3 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-0001					REVISION
CLIENT DWG No.					P04



A3

ARTICULATED HGV INGRESS



A3

ARTICULATED HGV EGRESS



A3

LIGHT VEHICLE INGRESS



A3

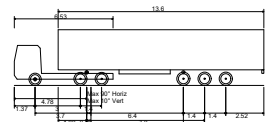
LIGHT VEHICLE EGRESS

- 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.

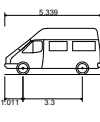
KEY

- 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 3.681m
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 0.538m
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	15.05.25	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

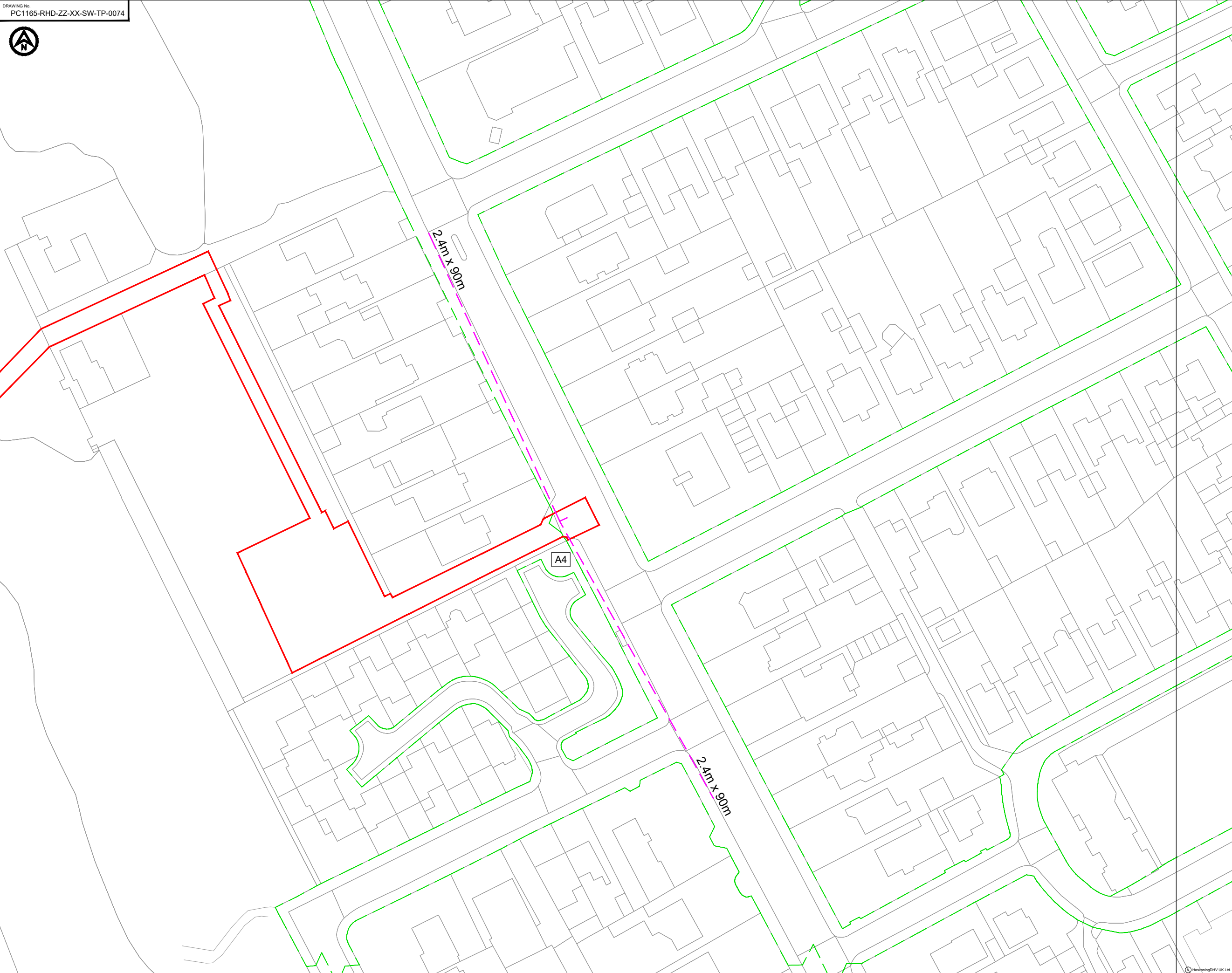
PROJECT					
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS					

TITLE					
ACCESS A4 GENERAL ARRANGEMENT					



Westpoint, Peterborough Business Park,
Lynch Wood
Peterborough PE2 6FZ
Tel +44(0)1932 595959

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)

Overall Length	5.130m
Overall Width	1.750m
Overall Body Height	1.750m
Min Body Ground Clearance	0.289m
Track Width	1.701m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.540m

	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

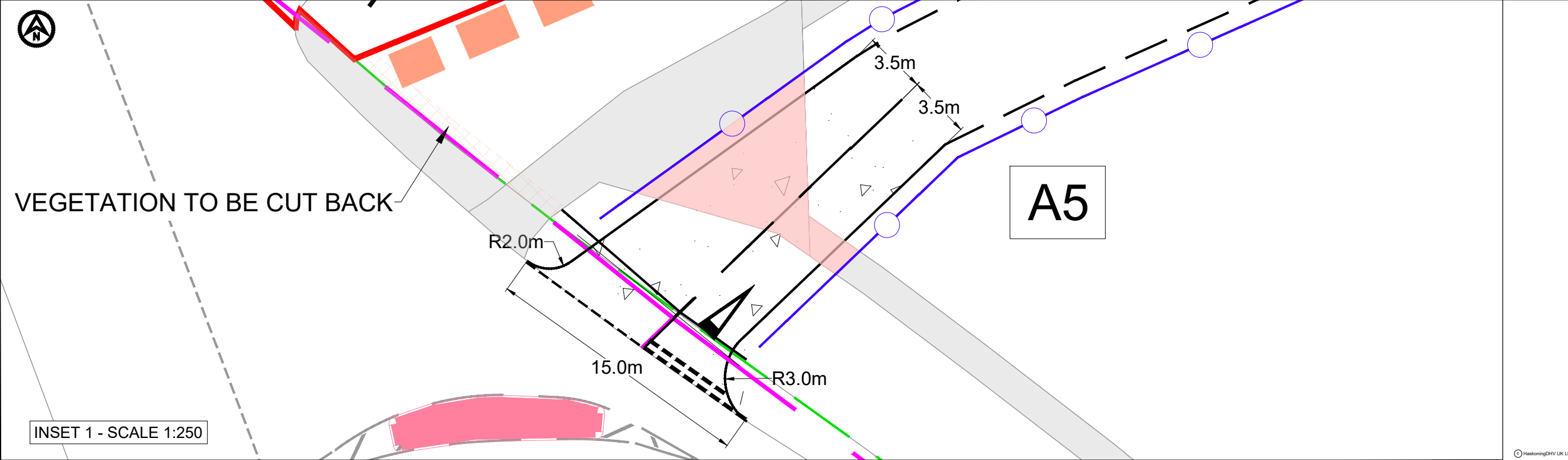
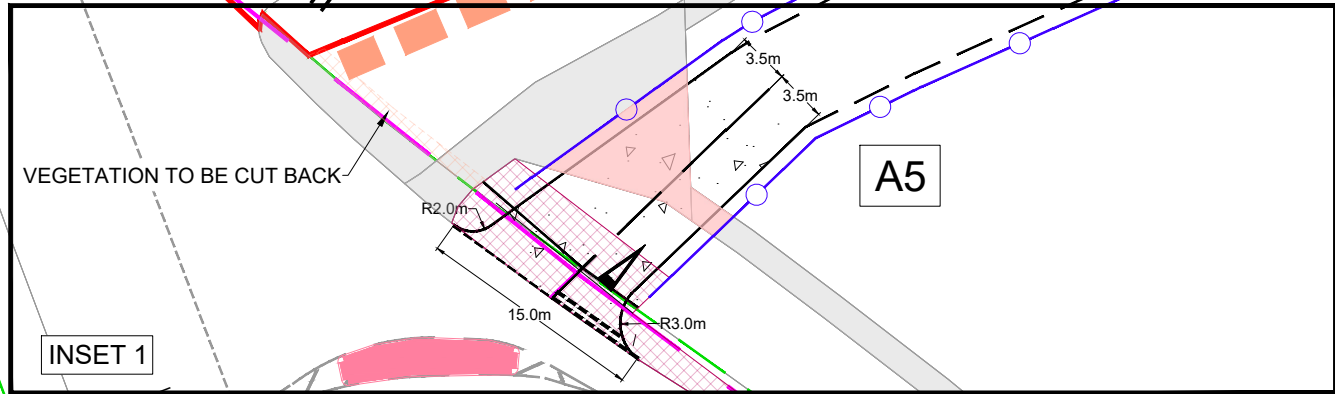
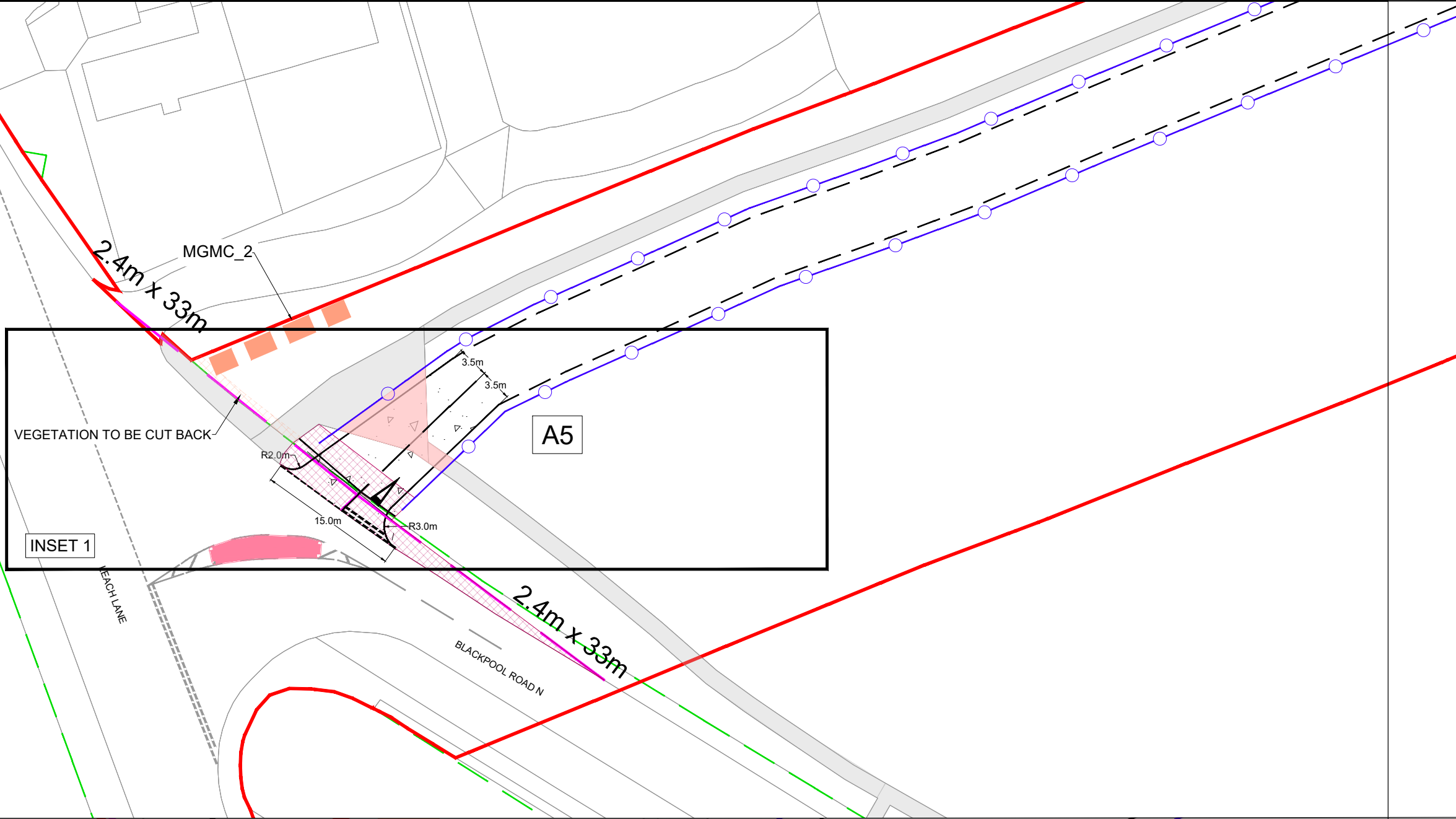
ACCESS A4 SWEEP PATH ANALYSIS

Royal HaskoningDHV
Enhancing Society Together

Westpoint, Peterborough Business Park,
Lynch Wood
Peterborough PE2 6FZ
Tel: +44(0)1932 595959

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



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

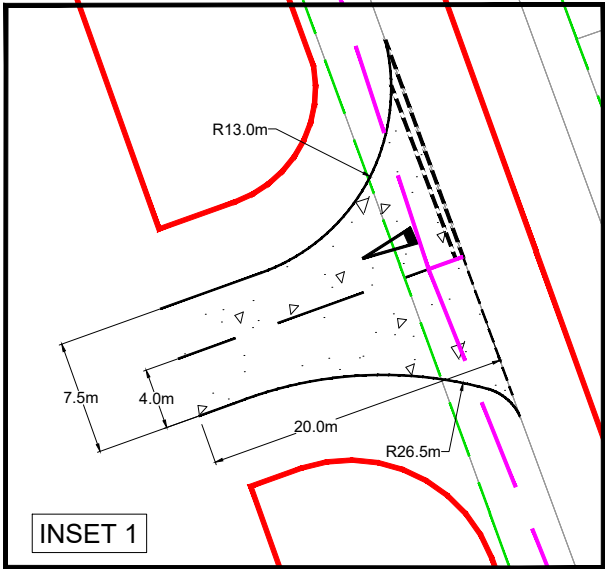


DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	04.04.2024	SCALE AT A3	1:500	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0148	REVISION			
CLIENT DWG No.					P03



2.4m x 70m

A6



INSET 1



R13.0m

7.5m
3.5m
4.0m

20.0m

R26.5m

INSET 1 - SCALE 1:250

2.4m x 70m

- 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

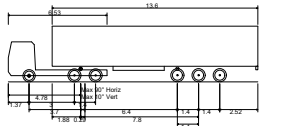
LIGHT VEHICLE EGRESS

- NOTES
- 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.

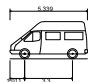
KEY

	EXISTING ARRANGEMENT
	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

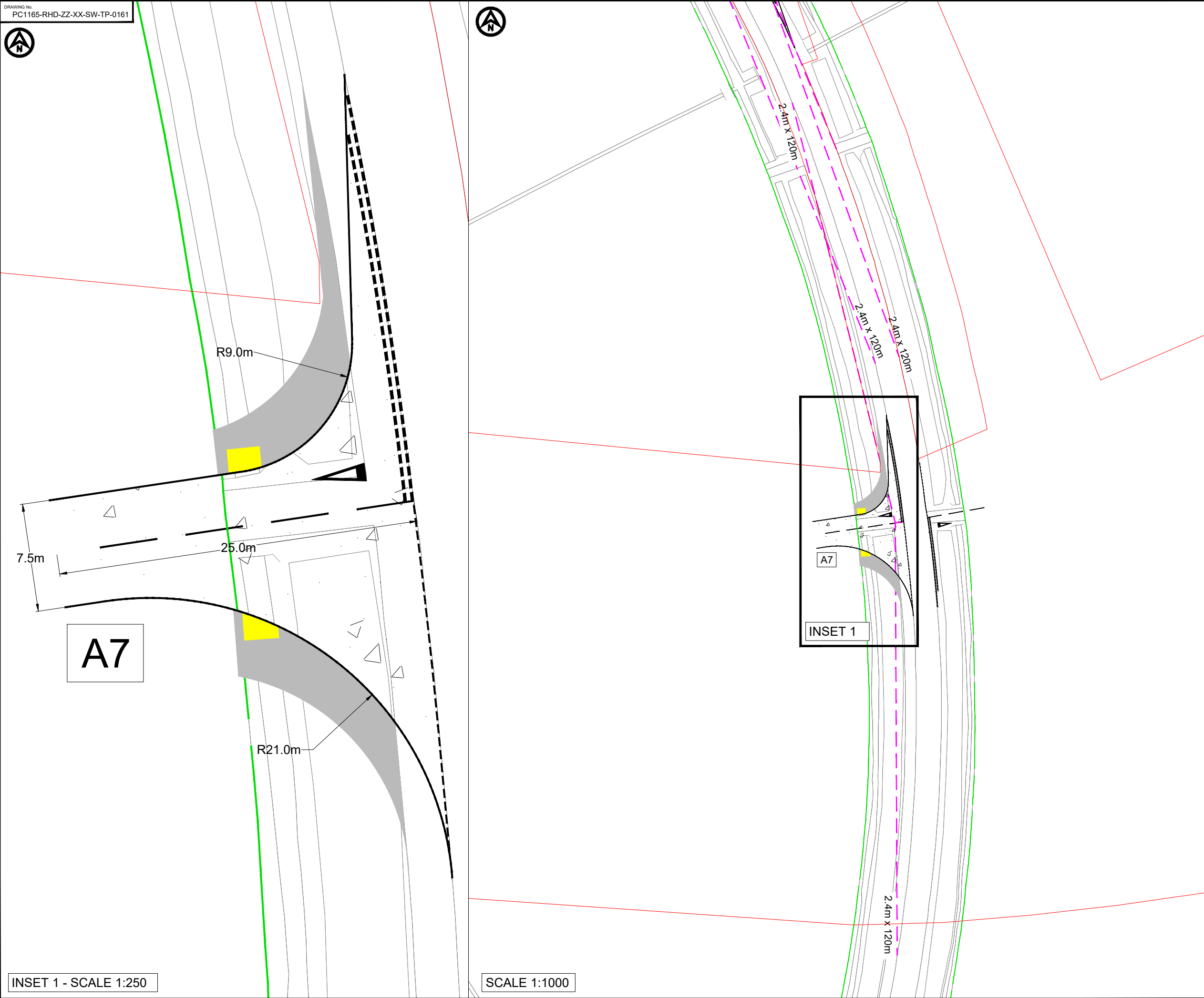
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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



INSET 1 - SCALE 1:250

SCALE 1:1000

- 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 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

P02	04.08.25	CHANGE REQUEST	KP	SKT	SKT
P01	25.07.25	FIRST ISSUE	AA	SKT	SKT
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

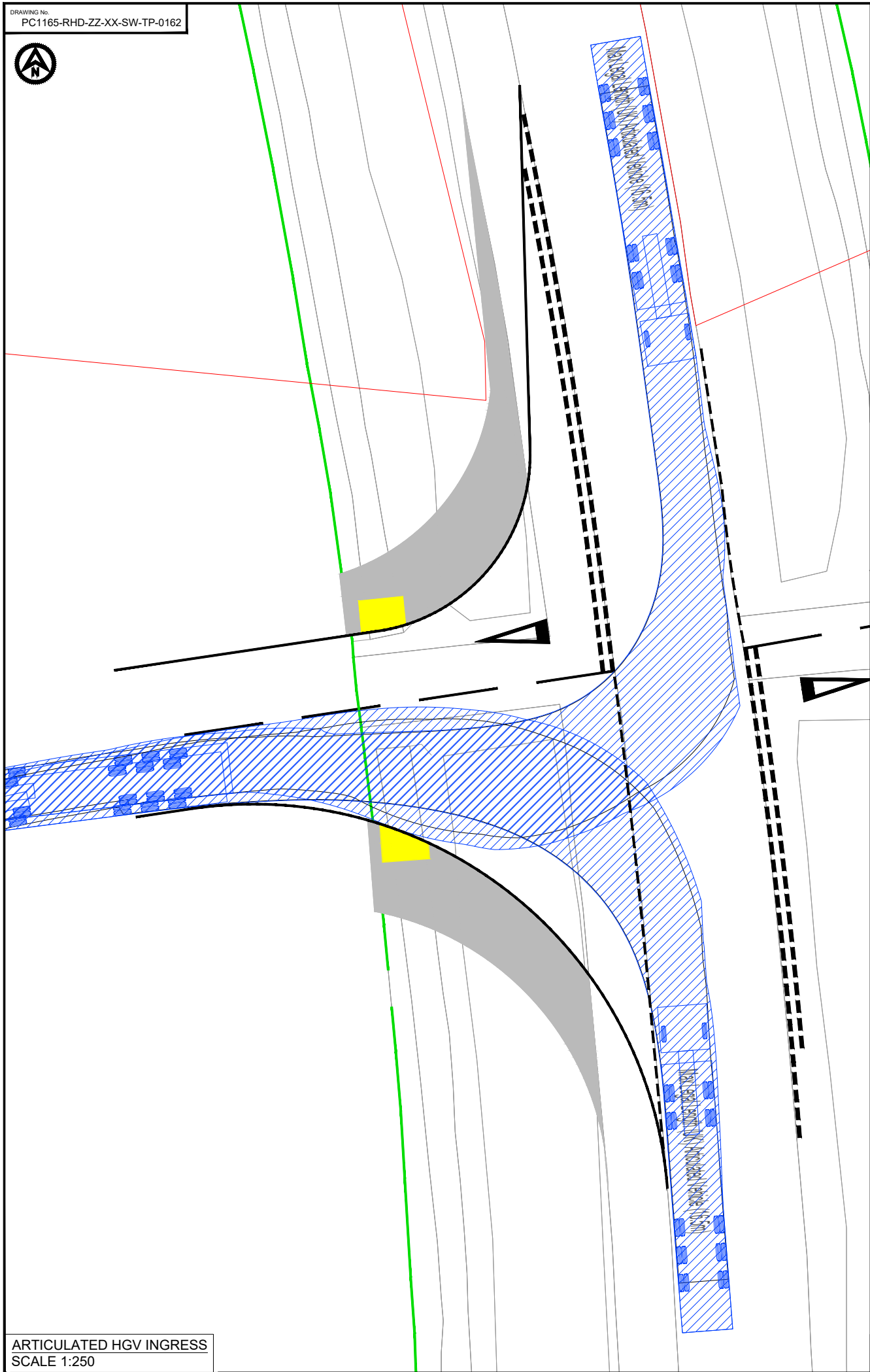
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

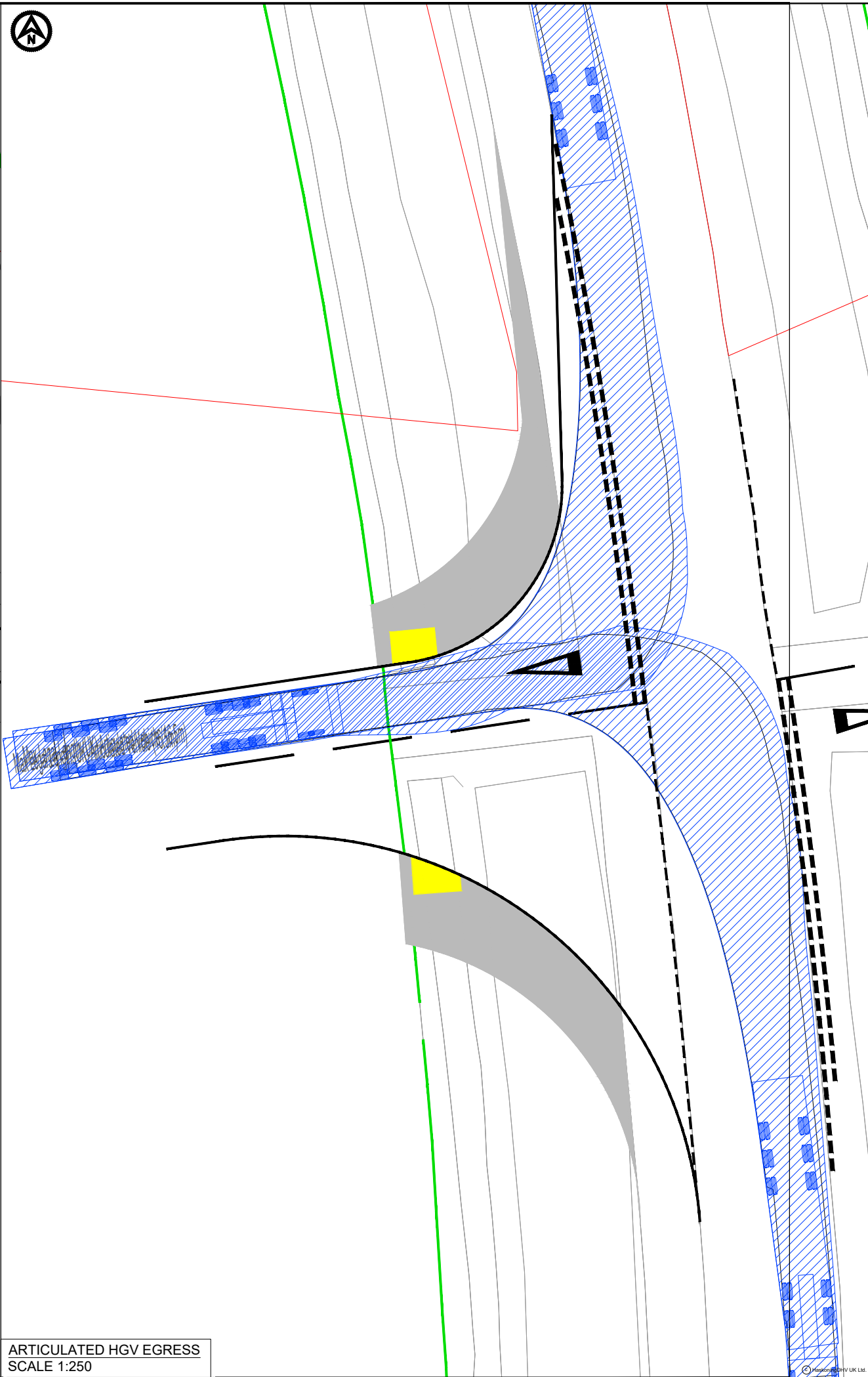
TITLE
ACCESS A7
CHANGE REQUEST
GENERAL ARRANGEMENT



DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	25.07.2025	SCALE AT A3 AS SHOWN	AUTOCAD REF.		
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0161	REVISION			
CLIENT DWG No.					P02



ARTICULATED HGV INGRESS
SCALE 1:250



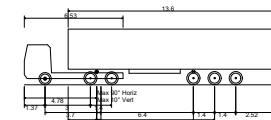
ARTICULATED HGV EGRESS
SCALE 1:250

- 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.

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 6.550m

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

P02	04.08.25	CHANGE REQUEST	KP	SKT	SKT
P01	25.07.25	FIRST ISSUE	AA	SKT	SKT
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

PROJECT

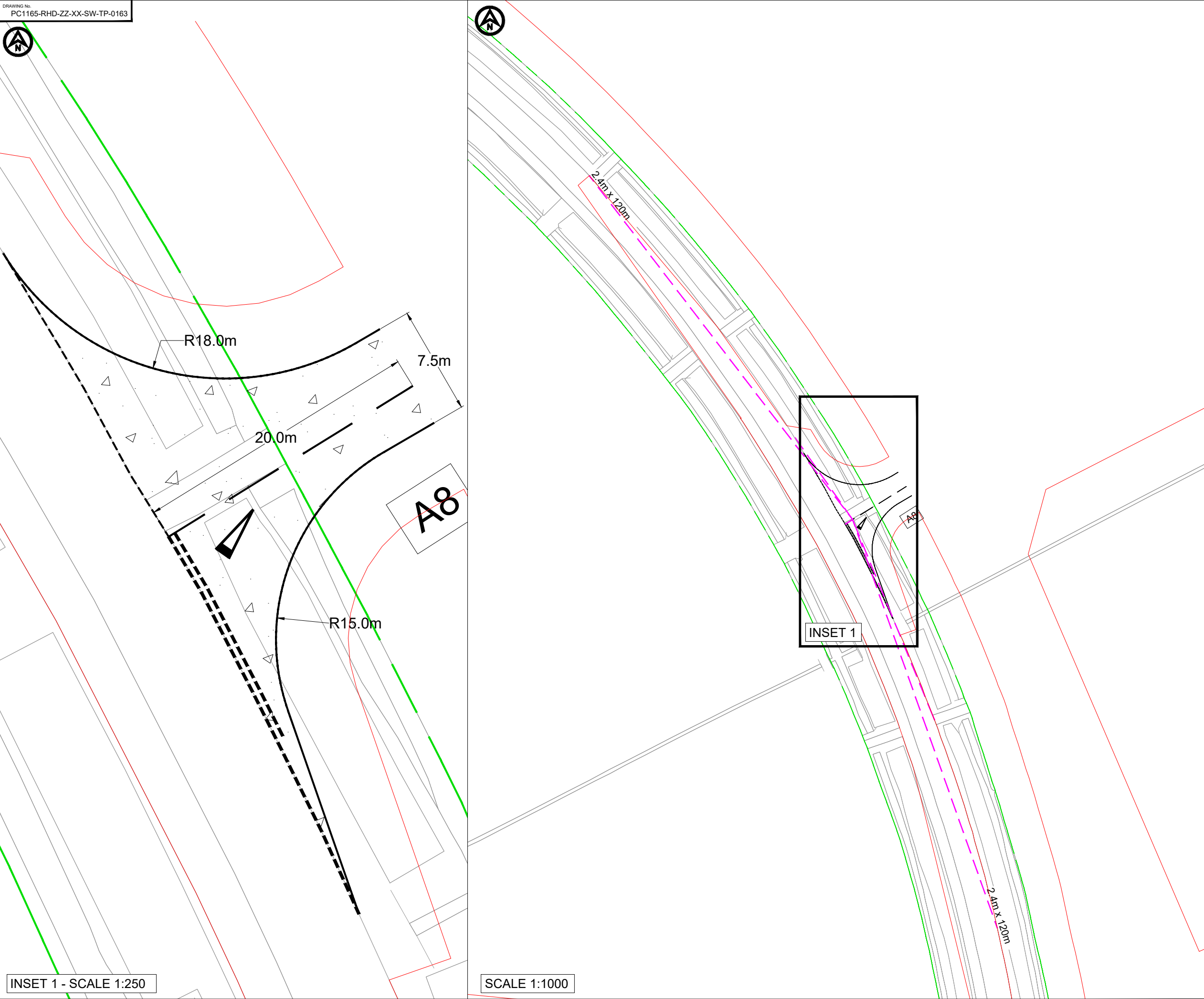
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS A7
CHANGE REQUEST
SWEEP PATH ANALYSIS



DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	25.07.2025	SCALE AT A3	1:250	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0162	REVISION			
CLIENT DWG No.					P02



INSET 1 - SCALE 1:250

SCALE 1:1000

- 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 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
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

P02	04.08.25	CHANGE REQUEST	KP	SKT	SKT
P01	25.07.25	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 A8
CHANGE REQUEST
GENERAL ARRANGEMENT



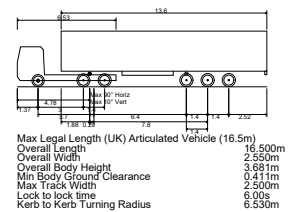
DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	25.07.2025	SCALE AT A3 AS SHOWN	AUTOCAD REF.		
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0163	REVISION			
CLIENT DWG No.					P02



- 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

VEHICLE TRACKING



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

P02	04.06.25	CHANGE REQUEST	KP	SKT	SKT
P01	25.07.25	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 A8
CHANGE REQUEST
SWEEP PATH ANALYSIS



DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	25.07.2025	SCALE AT A3	1:250	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0164	REVISION			
CLIENT DWG No.					P02

ARTICULATED HGV INGRESS
SCALE 1:250

ARTICULATED HGV EGRESS
SCALE 1:250



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. 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

P04	24.08.25	CHANGE REQUEST	KP	SKT	SKT
P03	24.08.25	ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED	KP	SKT	SKT
P02	16.08.25	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 A9a
CHANGE REQUEST
GENERAL ARRANGEMENT



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.					P04



A9a

ARTICULATED HGV INGRESS (NORTH)



A9a

ARTICULATED HGV EGRESS (NORTH)



A9a

LIGHT VEHICLE INGRESS



A9a

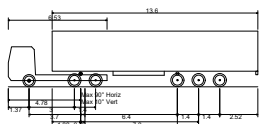
LIGHT VEHICLE EGRESS

- 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
	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

PM	04.08.25	CHANGE REQUEST	KP	SKT	SKT
P03	24.08.25	ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED	KP	SKT	SKT
P02	12.08.25	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 A9a
CHANGE REQUEST
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.					P04



KEY	
	EXISTING ARRANGEMENT
	MORGAN AND MORECAMBE ORDER LIMITS
	ASSUMED HIGHWAY BOUNDARY
	EXISTING BRIDLEWAY BV0502016
	EXISTING BRIDLEWAY CROSSING FACILITY
	PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
	VISIBILITY SPLAY 2.4m x 120m
	PROPOSED NON-MOTORISED USERS (NMU) RAISED TABLE INTERFACE
	FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH ROAD SURFACE
	PROPOSED EXTENSION OF THE EXISTING BRIDLEWAY FACILITY TYING INTO THE EXISTING BRIDLEWAY
	BOLLARDS TO BE INSTALLED/ RETAINED AT INTERSECTION BETWEEN ACCESS AND NMU FACILITY

P01	04.08.25	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 A9b
CHANGE REQUEST
GENERAL ARRANGEMENT



DRAWN KP		CHECKED SKT	APPROVED SKT
DATE 04.08.2025	SCALE AT A3 1:1000	AUTOCAD REF.	
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0165			REVISION
CLIENT DWG No.			P01



A9a

A9b

5.5m

ARTICULATED HGV ACCESS/ INGRESS (NORTH)



5.5m

ARTICULATED HGV ACCESS/ INGRESS - INTERNAL



A9a

A9b

5.5m

LIGHT VEHICLE INGRESS



A9a

A9b

5.5m

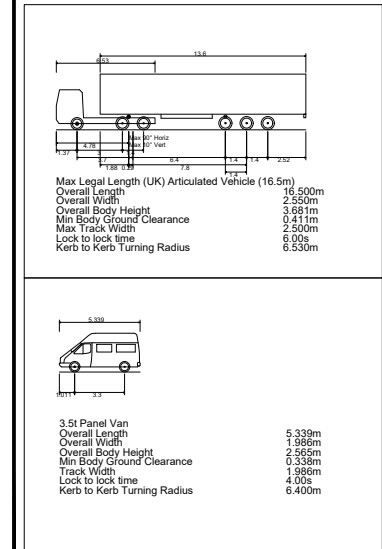
LIGHT VEHICLE EGRESS

- 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
—	EXISTING BRIDLEWAY BW0502016
—	EXISTING BRIDLEWAY CROSSING FACILITY
—	PROPOSED EXTENSION OF THE EXISTING BRIDLEWAY FACILITY TYING INTO THE EXISTING BRIDLEWAY

VEHICLE TRACKING



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

P01	04.08.25	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 A9b
CHANGE REQUEST
SWEEP PATH ANALYSIS



DRAWN	KP	CHECKED	SKT	APPROVED	SKT
DATE	04.08.2025	SCALE AT A3	1:500	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0166	REVISION			
CLIENT DWG No.					P01



- 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	24.06.23	HEDGEROW MG_3 AMENDED, TS 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 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

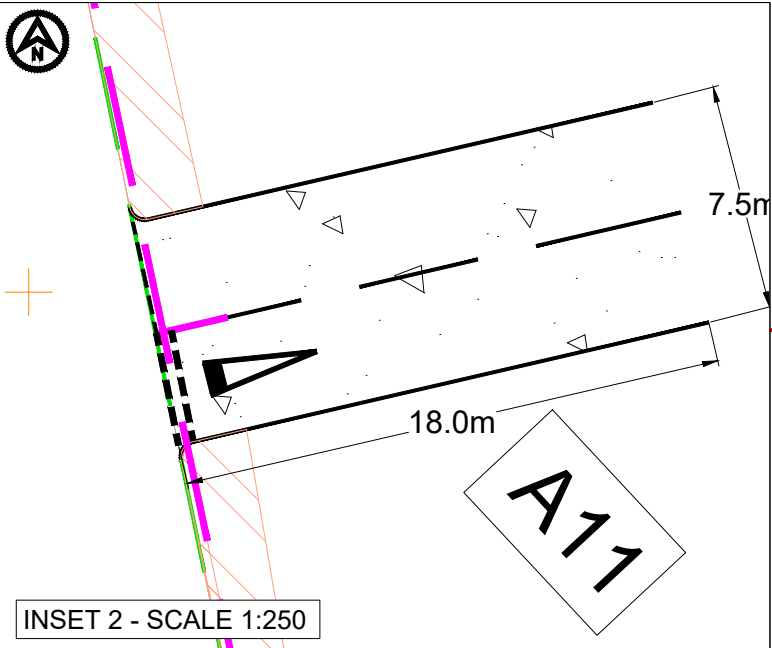
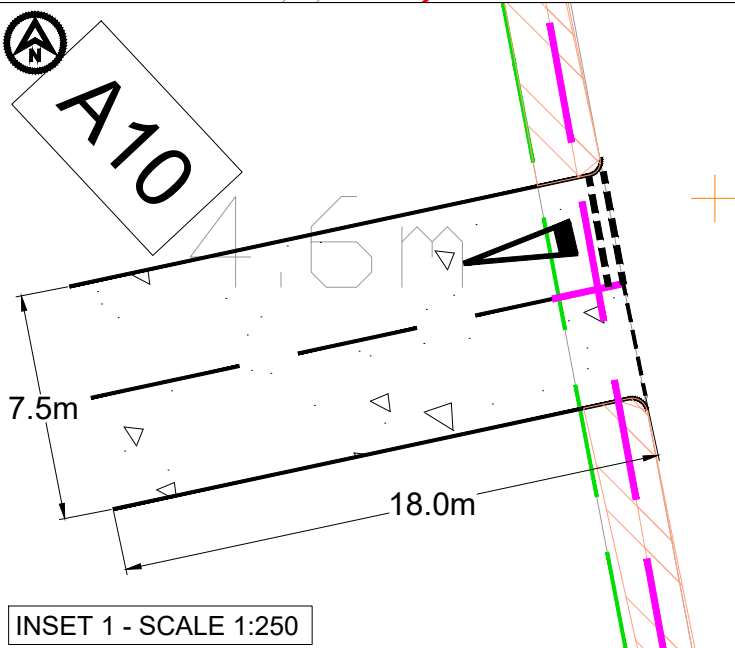
PROPOSED WARNING SIGN

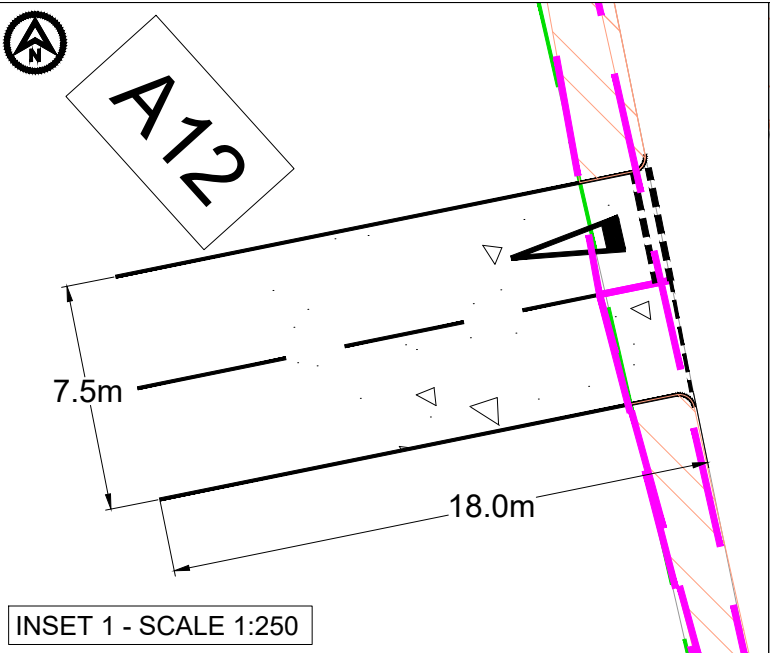
HEDGEROW MG_2 & MGMC_17

HEDGEROW MG_3

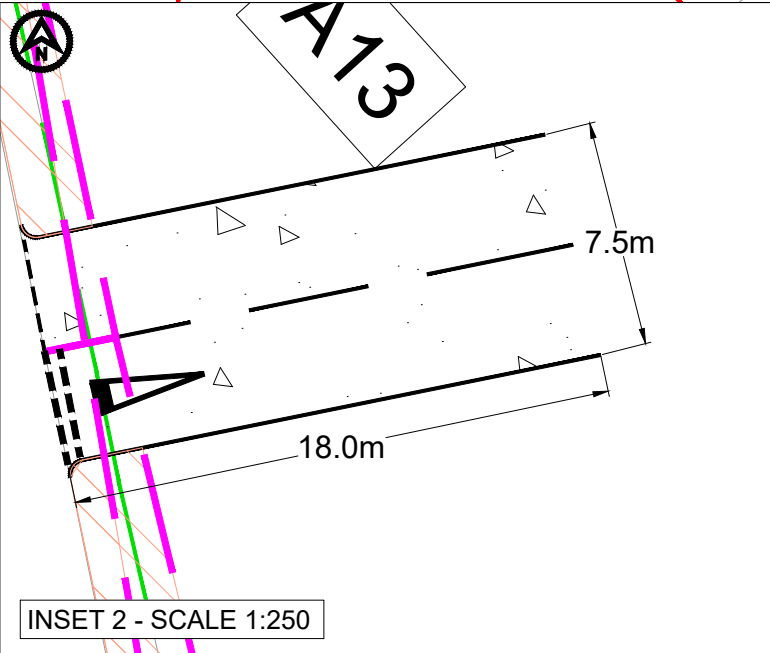
HEDGEROW MGMC_17 & MC_4

HEDGEROW MGMC_16 & MC_3

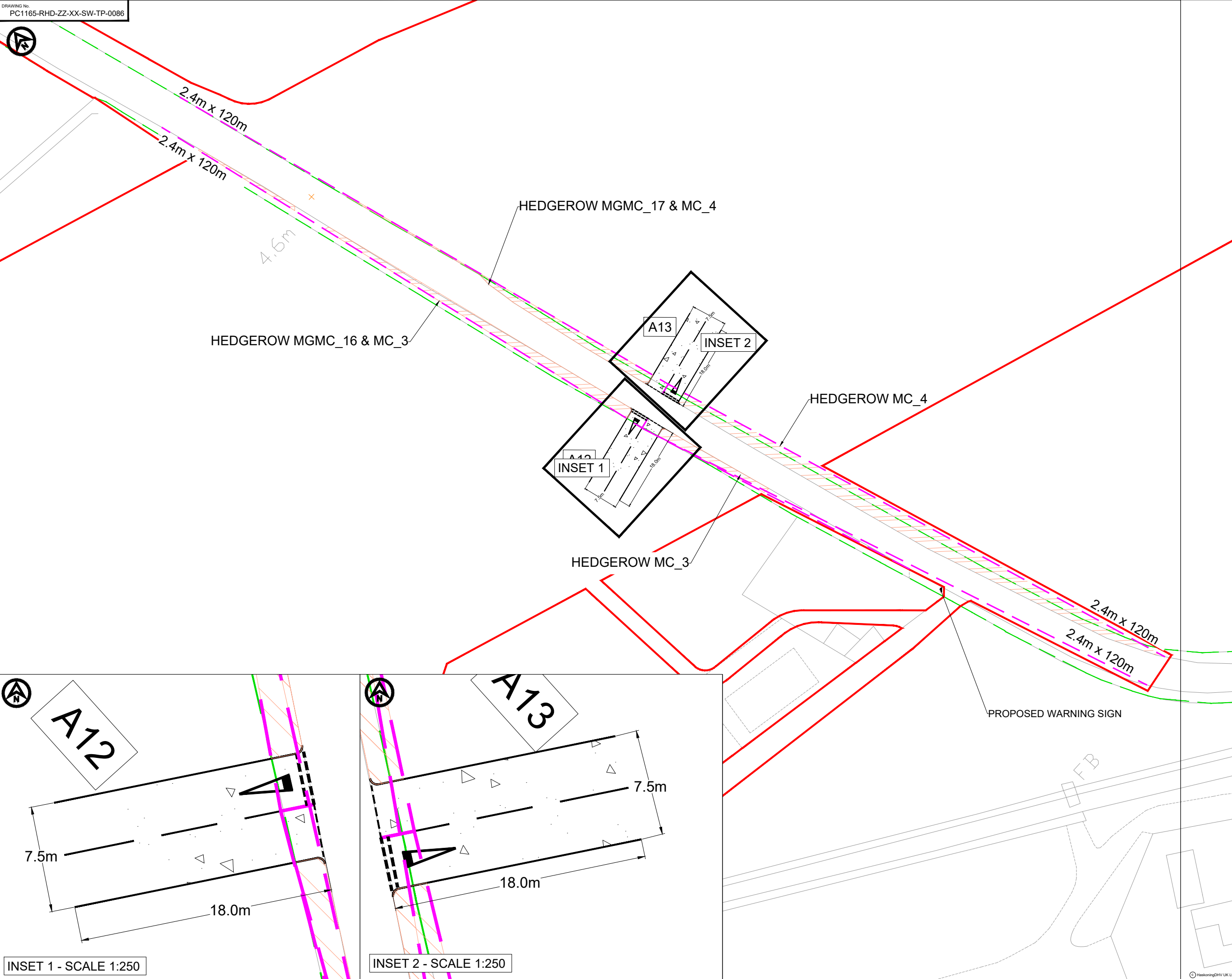




INSET 1 - SCALE 1:250



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.
 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)

PM	23.06.23	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

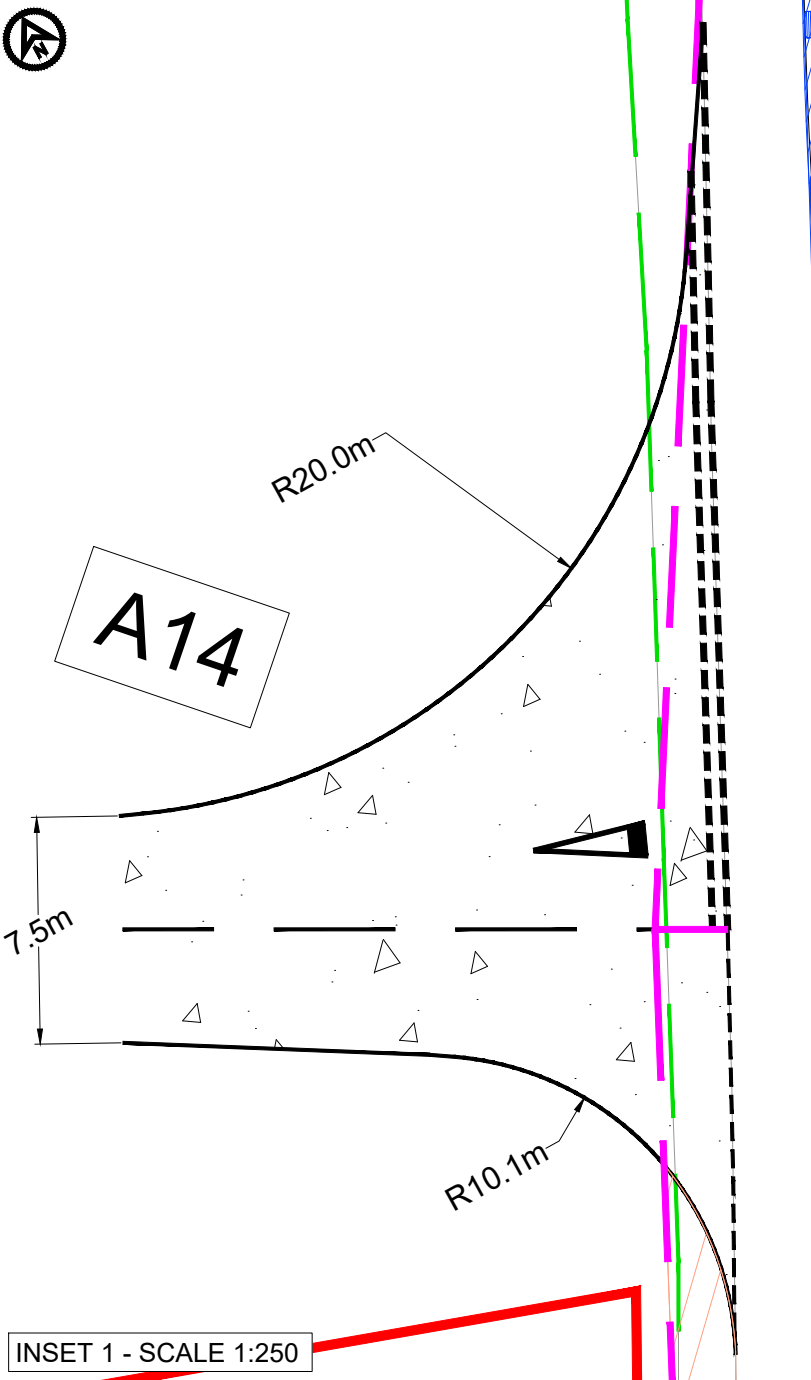
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

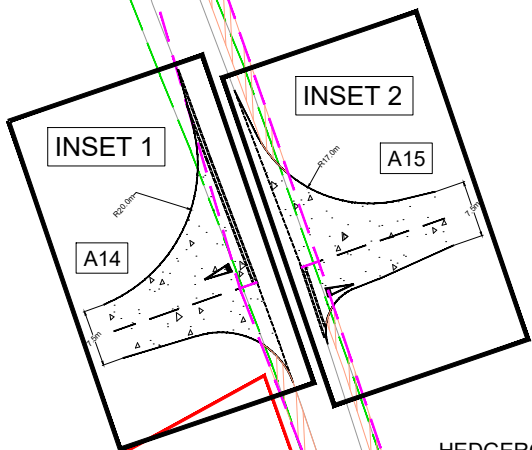
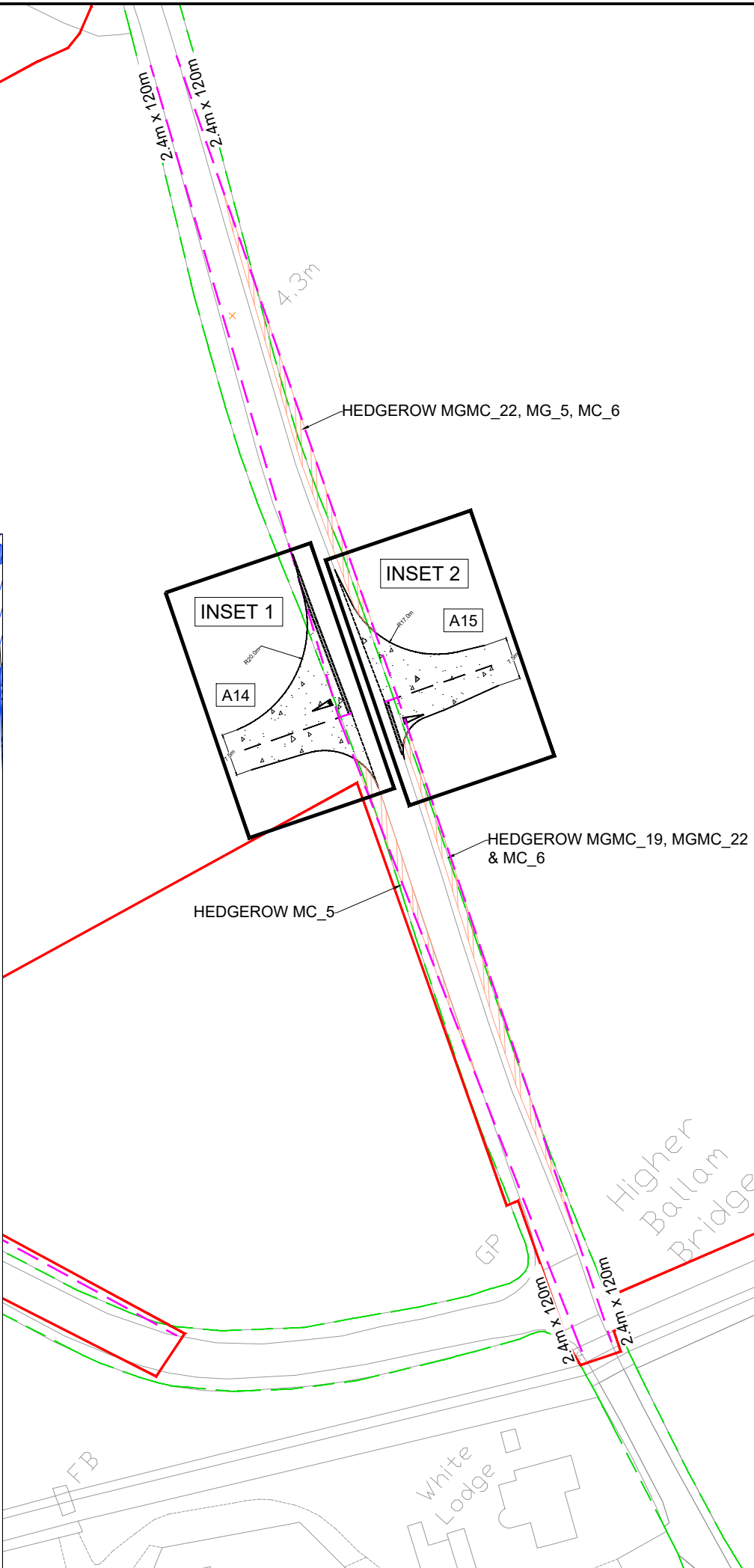
TITLE
ACCESS A12 AND A13 GENERAL ARRANGEMENT



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



INSET 1 - SCALE 1:250



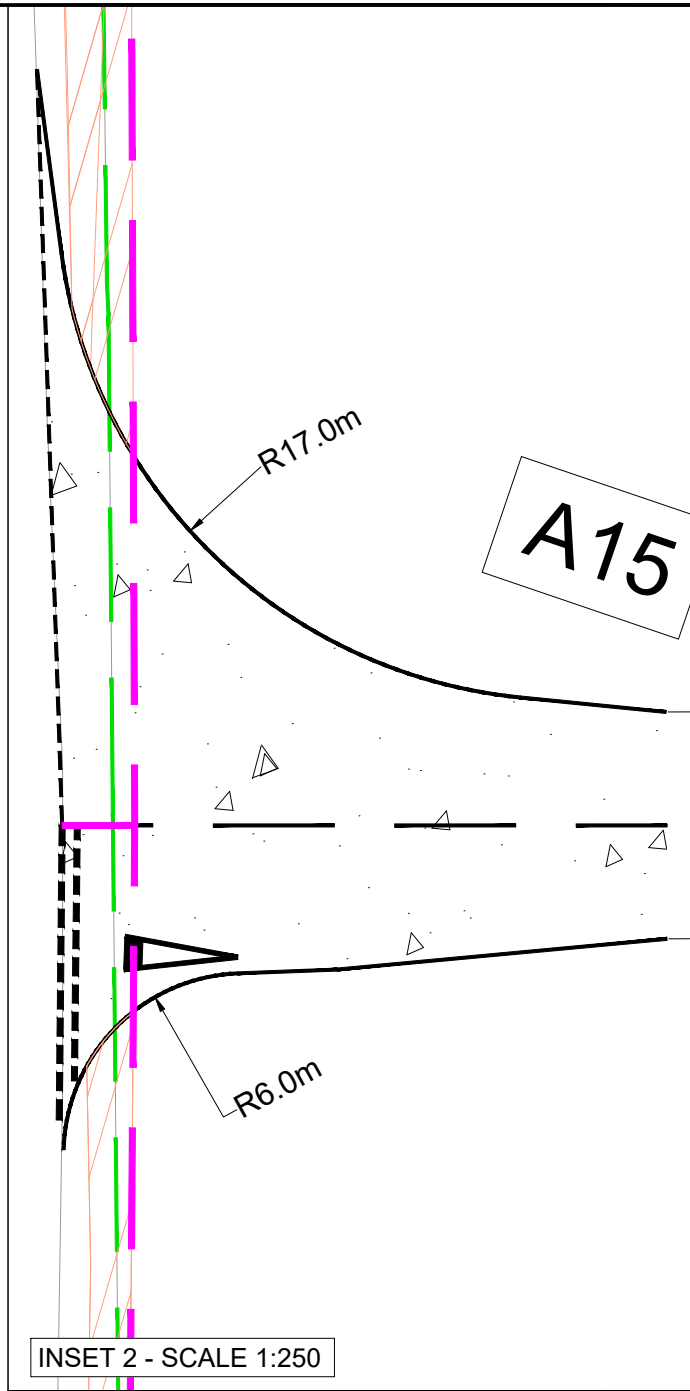
INSET 2

A15

HEDGEROW MGMC_19, MGMC_22 & MC_6

HEDGEROW MC_5

HEDGEROW MGMC_22, MG_5, MC_6



INSET 2 - SCALE 1:250



- 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.
 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

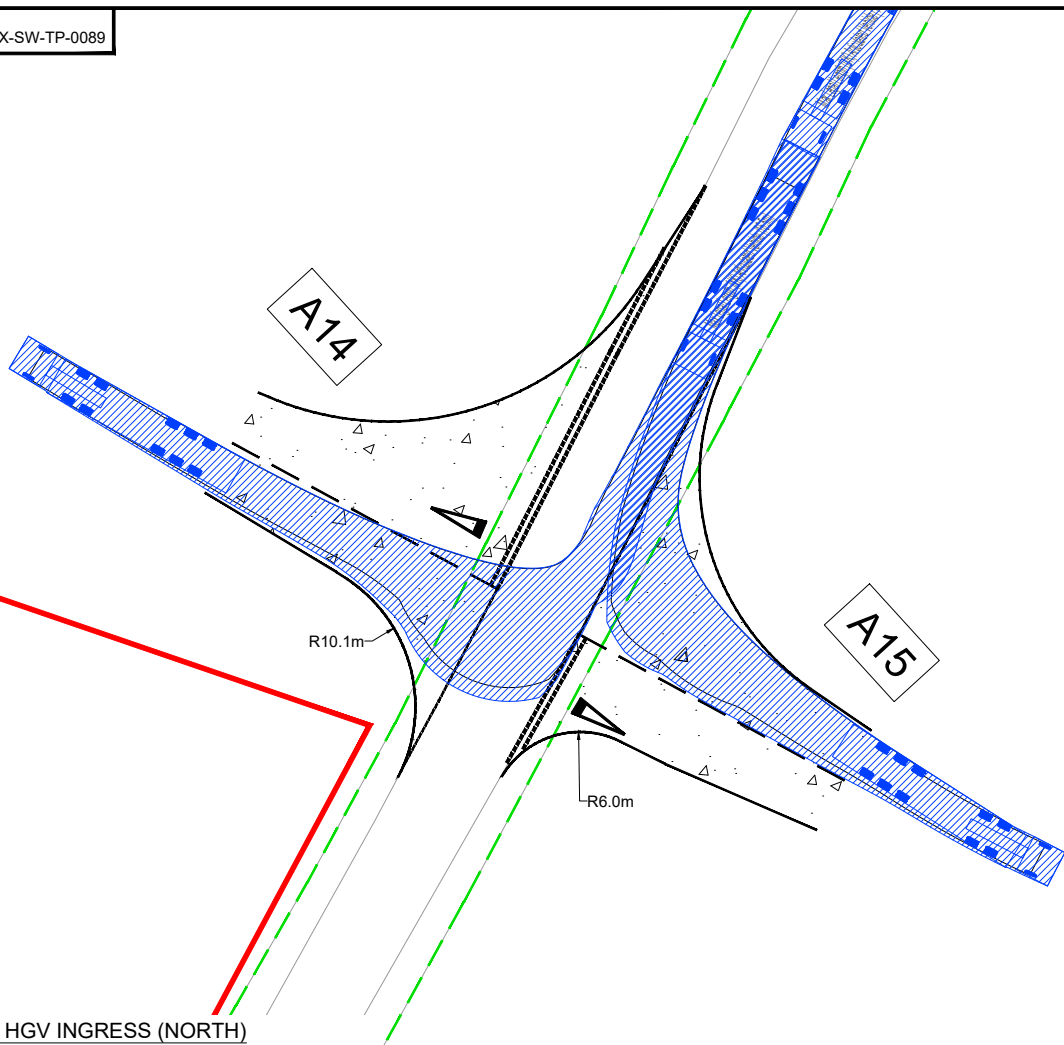
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

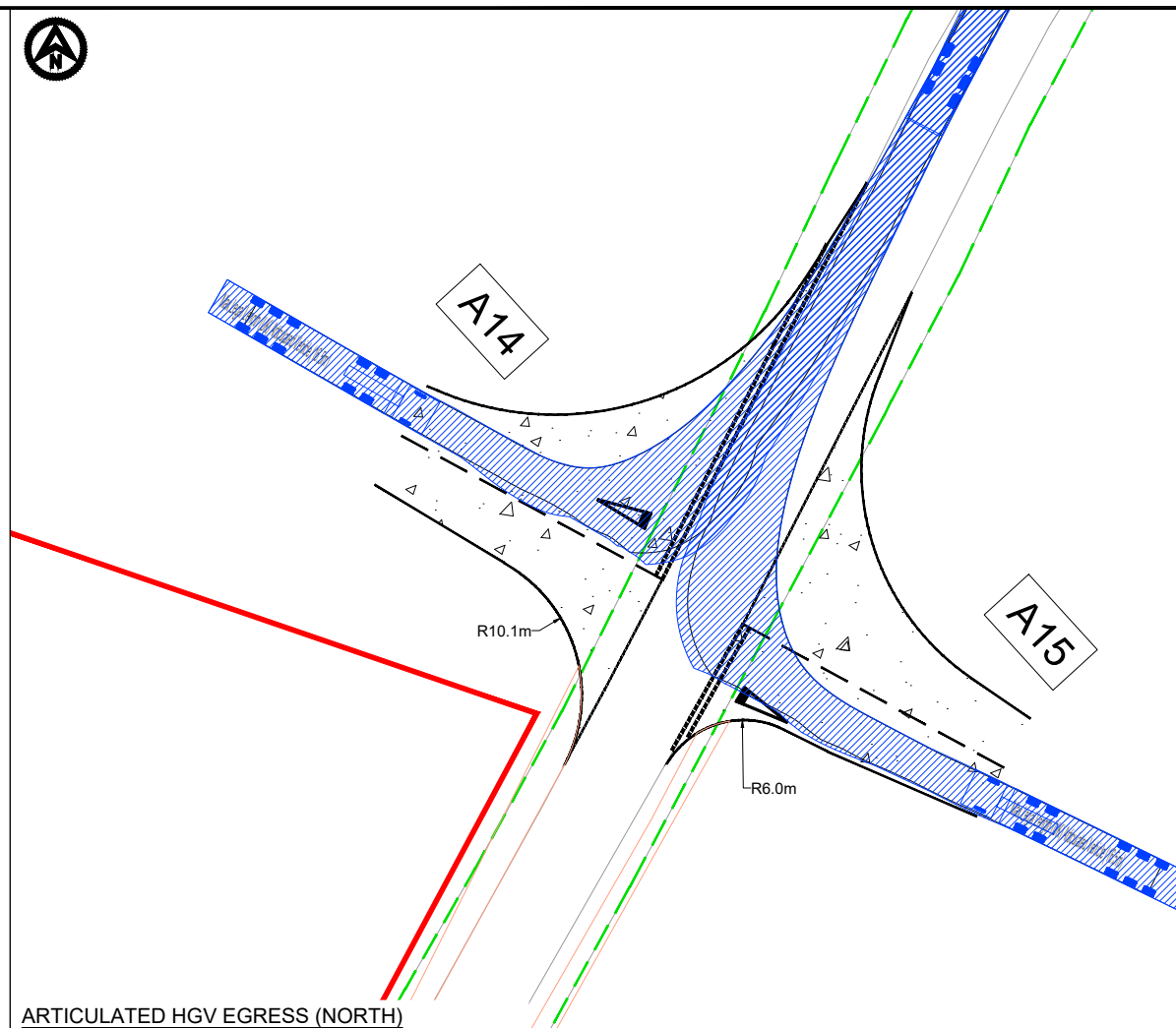
TITLE
ACCESS A14 AND A15 GENERAL ARRANGEMENT



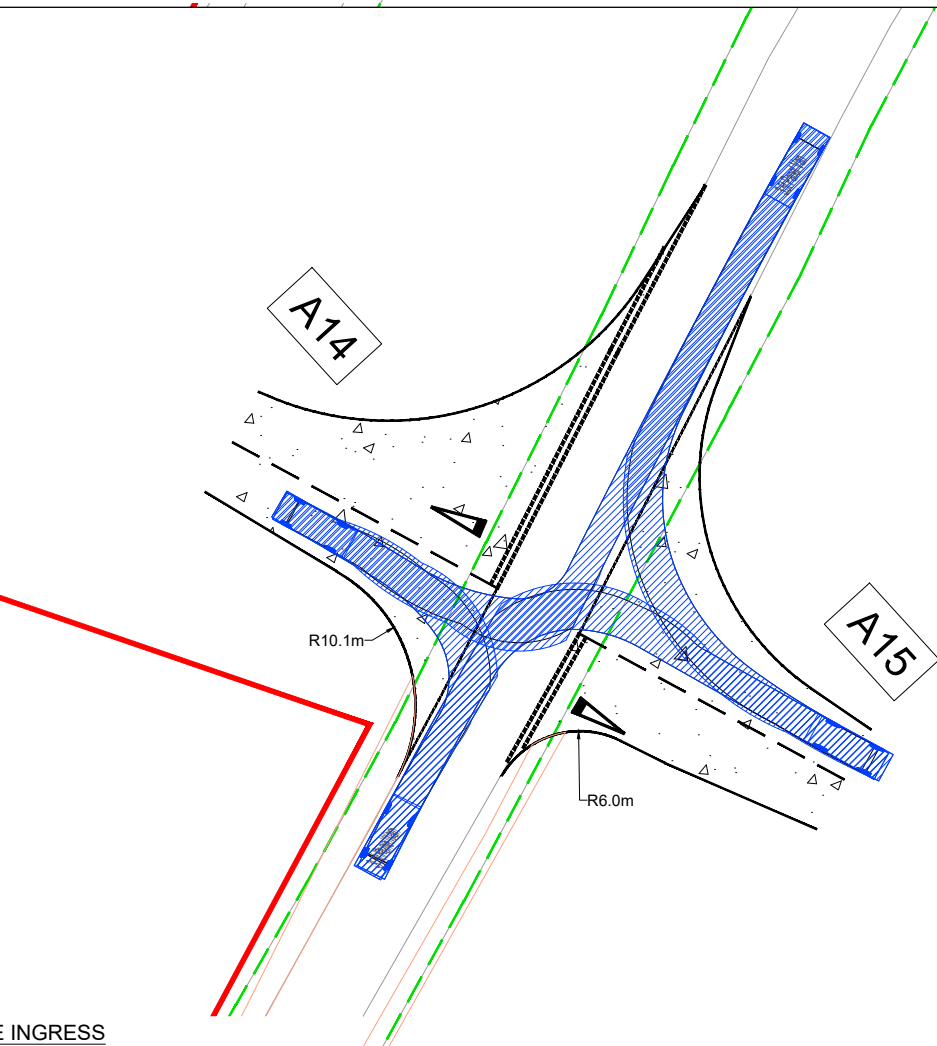
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DATE	31.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0088	REVISION			
CLIENT DWG No.					P03



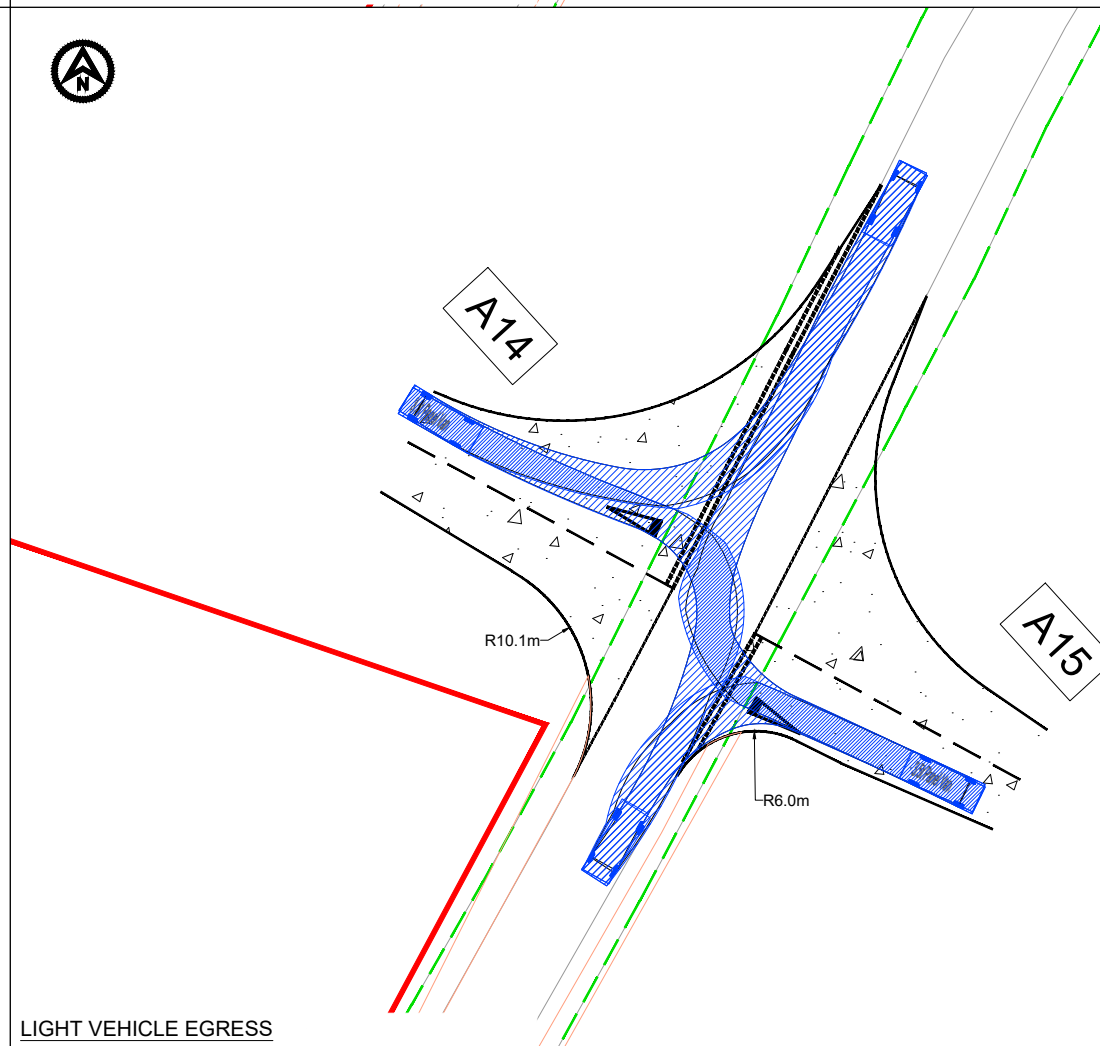
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



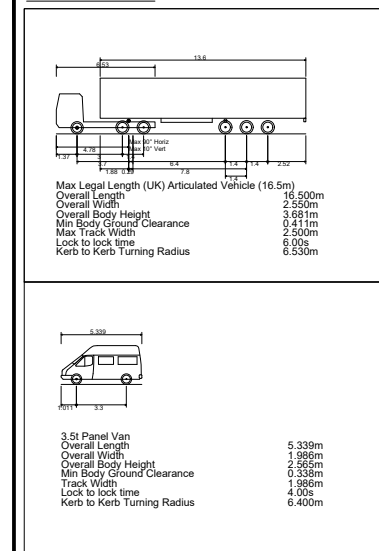
LIGHT VEHICLE EGRESS

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

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

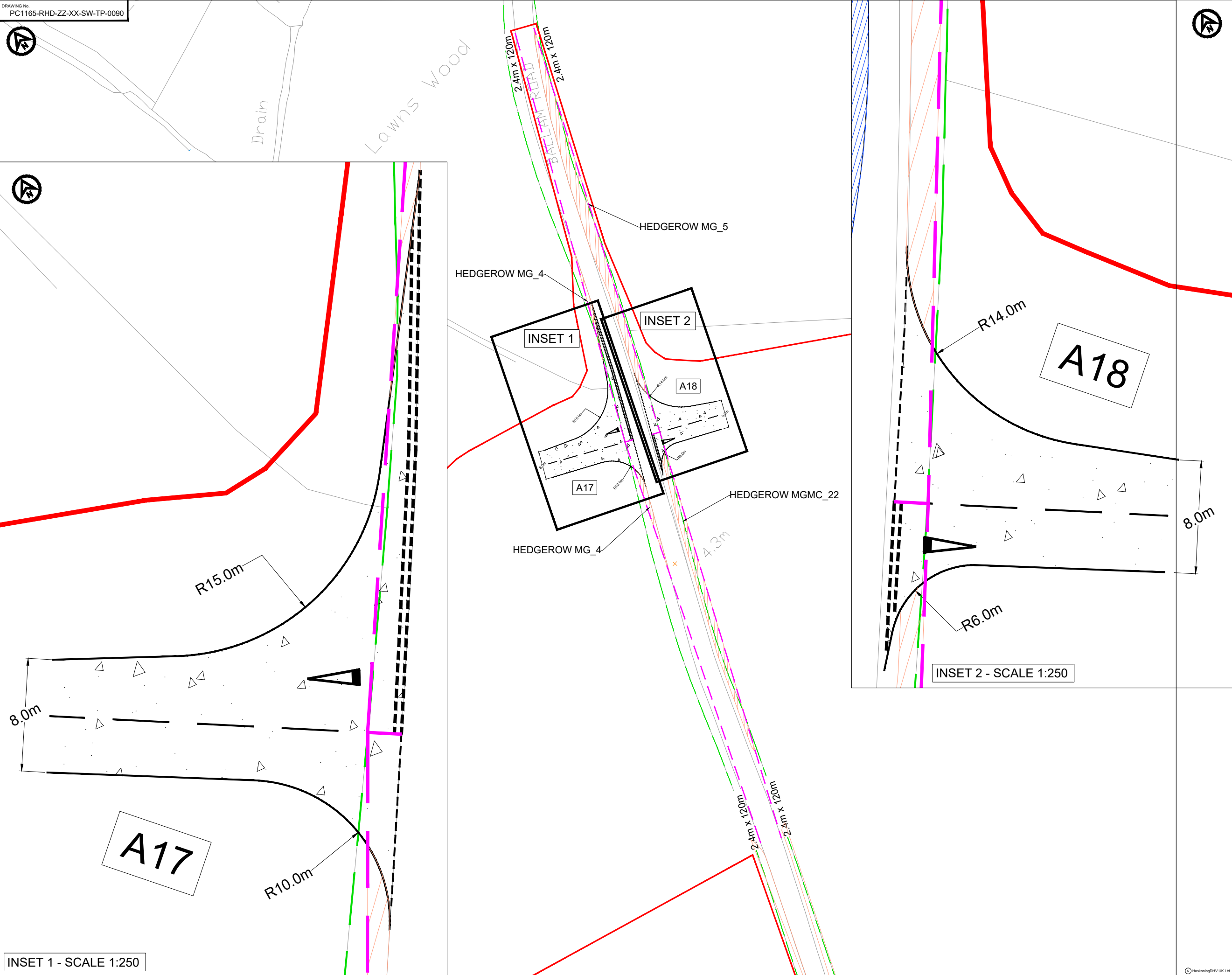
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS 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



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.
 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 MGMC_22, MG_5, MG_4 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

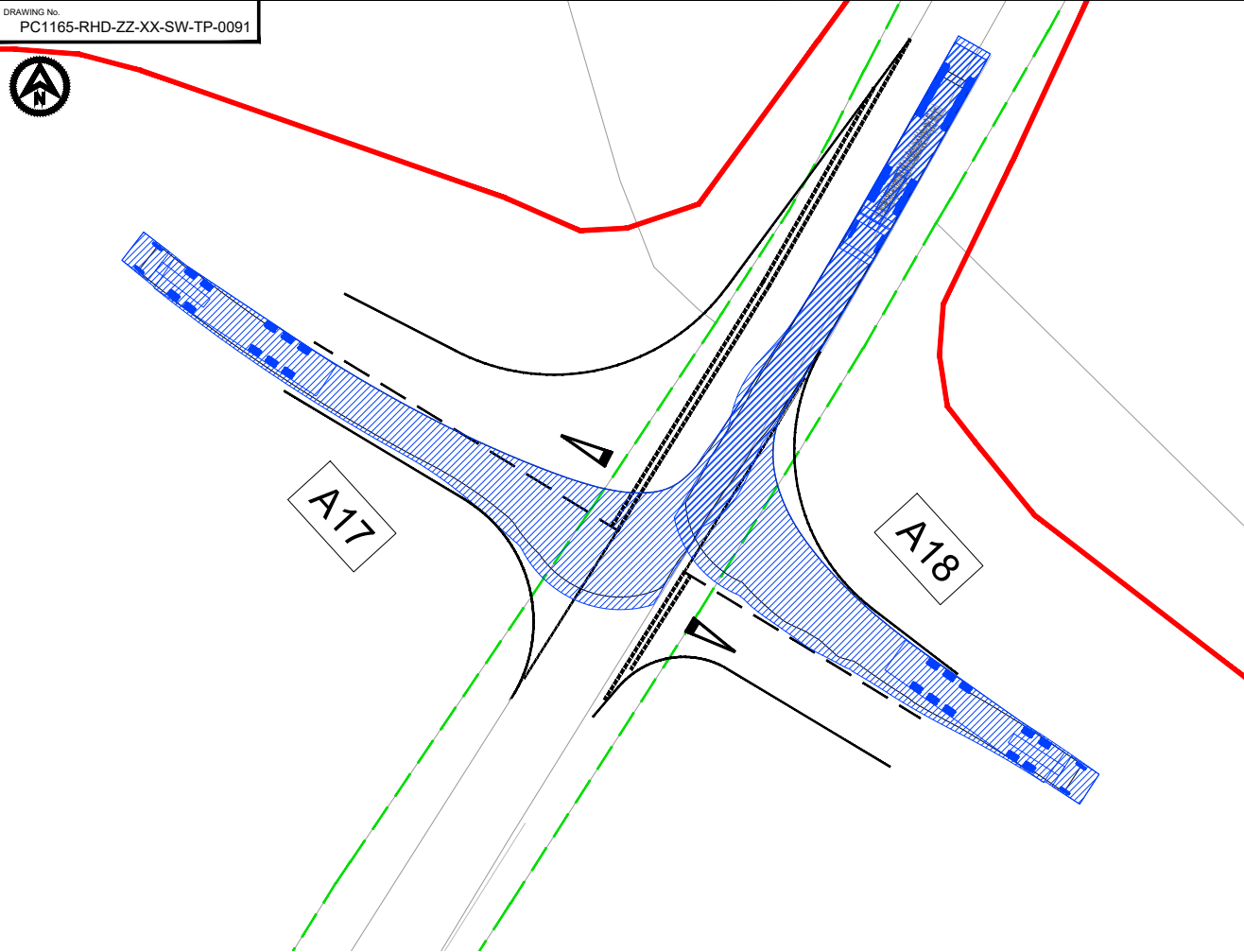
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

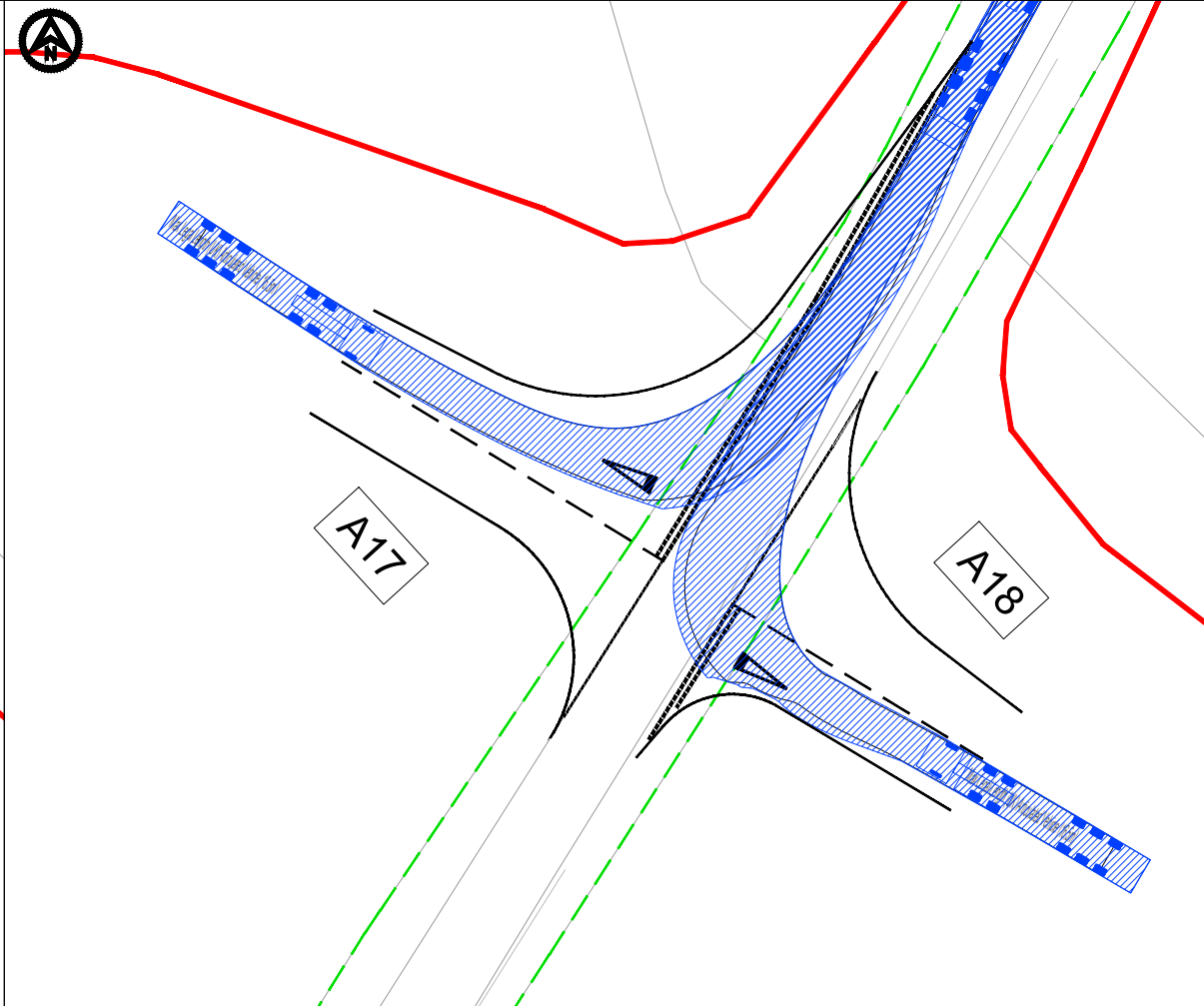
TITLE
ACCESS A17 AND A18 GENERAL ARRANGEMENT



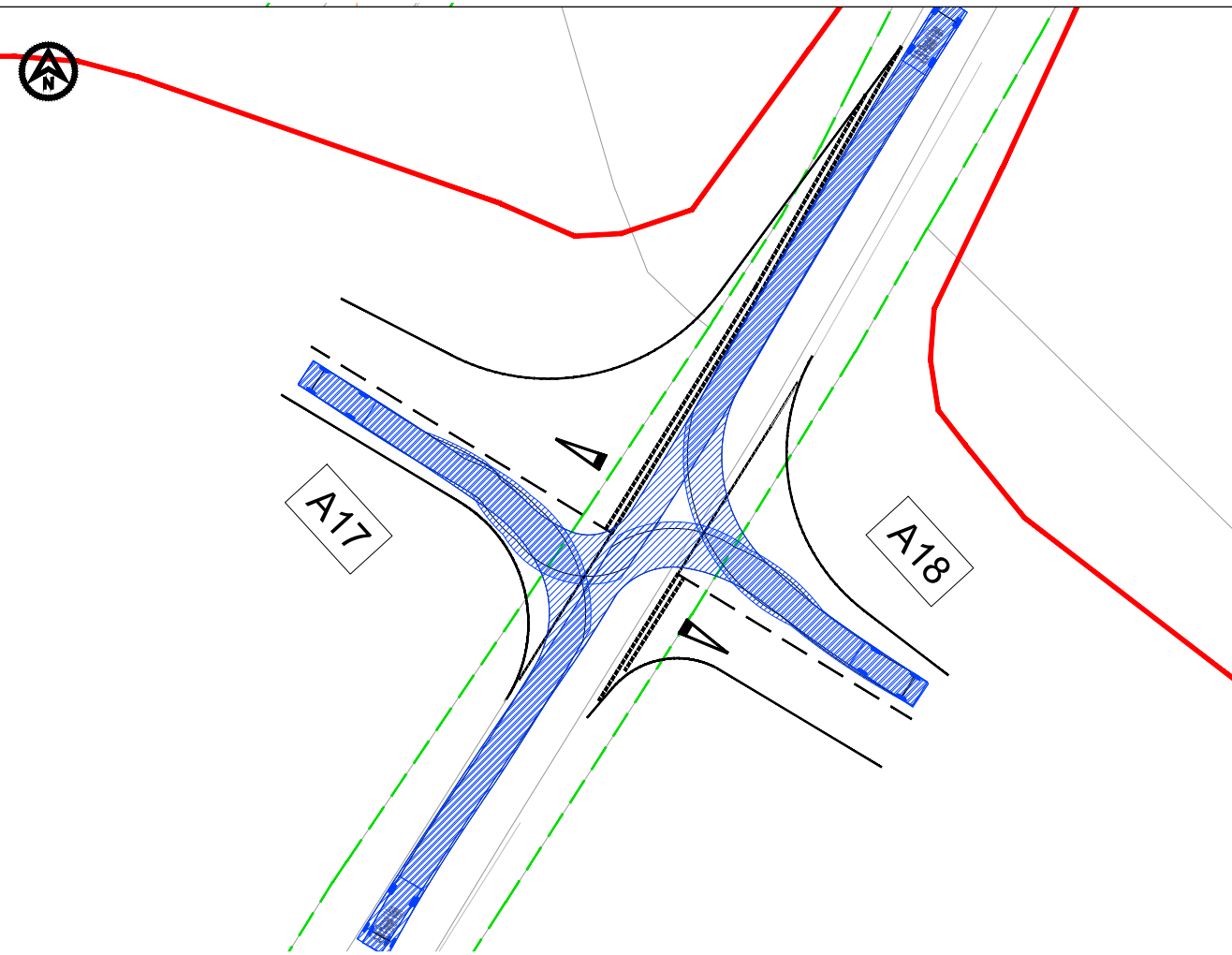
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DATE	31.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
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CLIENT DWG No.					P03



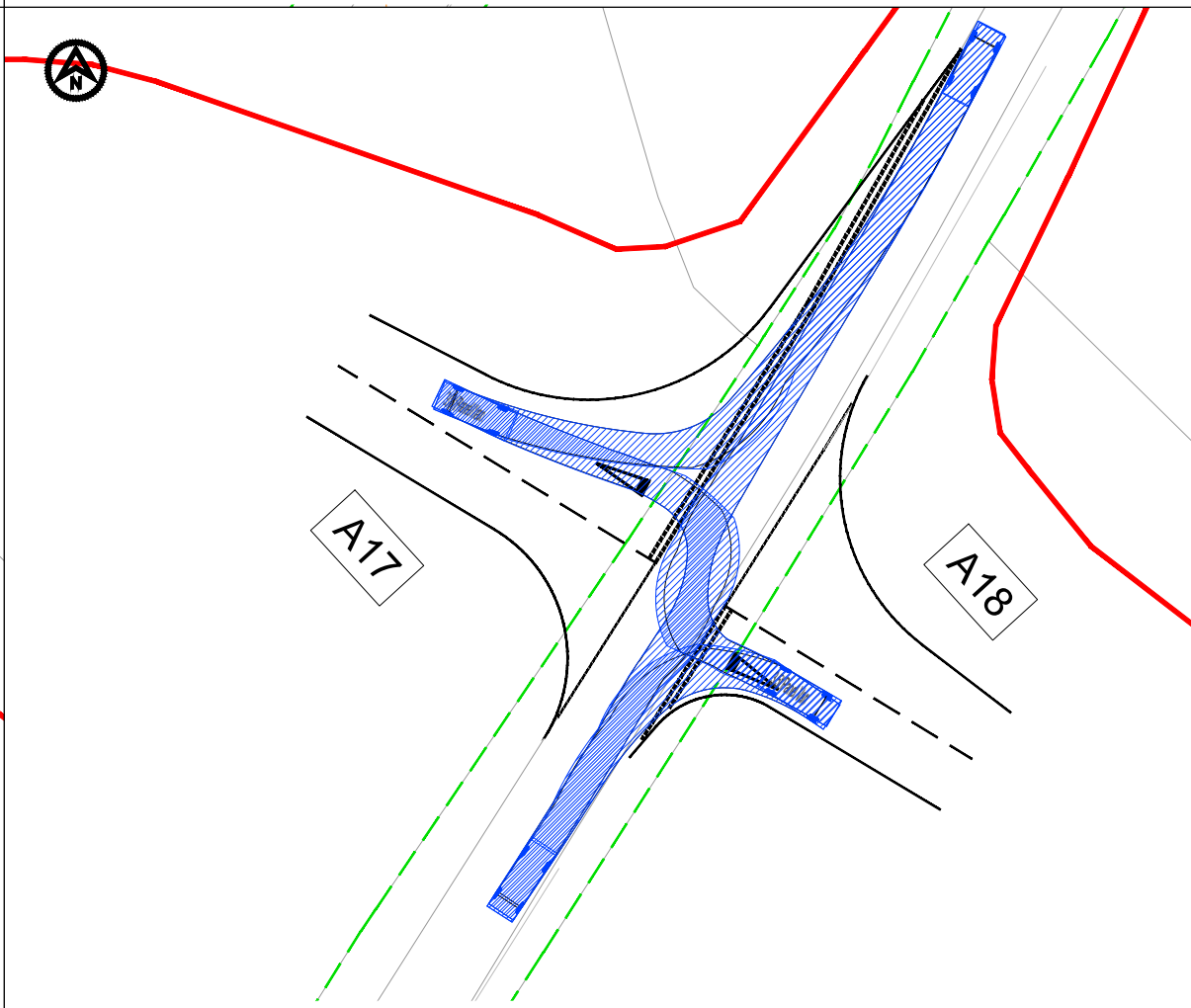
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS

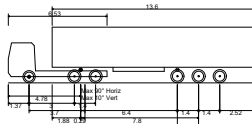


LIGHT VEHICLE EGRESS

- 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



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 1.985m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

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

P02	15.05.23	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

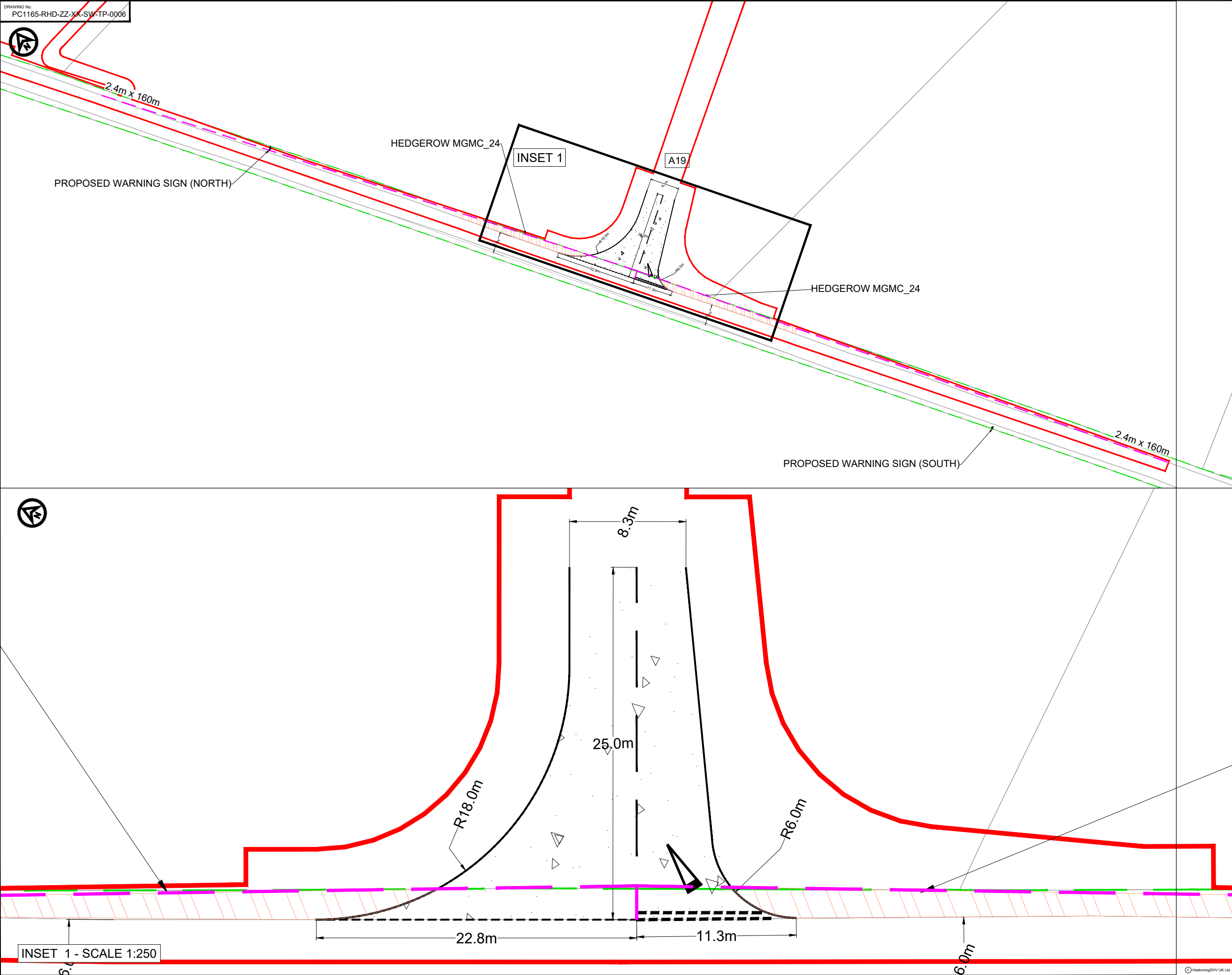
TITLE

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



- 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	23.08.20	WARNING SIGNS ADDED	KP	SKT	SKT
P03	15.05.20	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



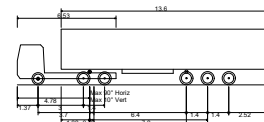
LIGHT VEHICLE EGRESS

- 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 2.500m
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

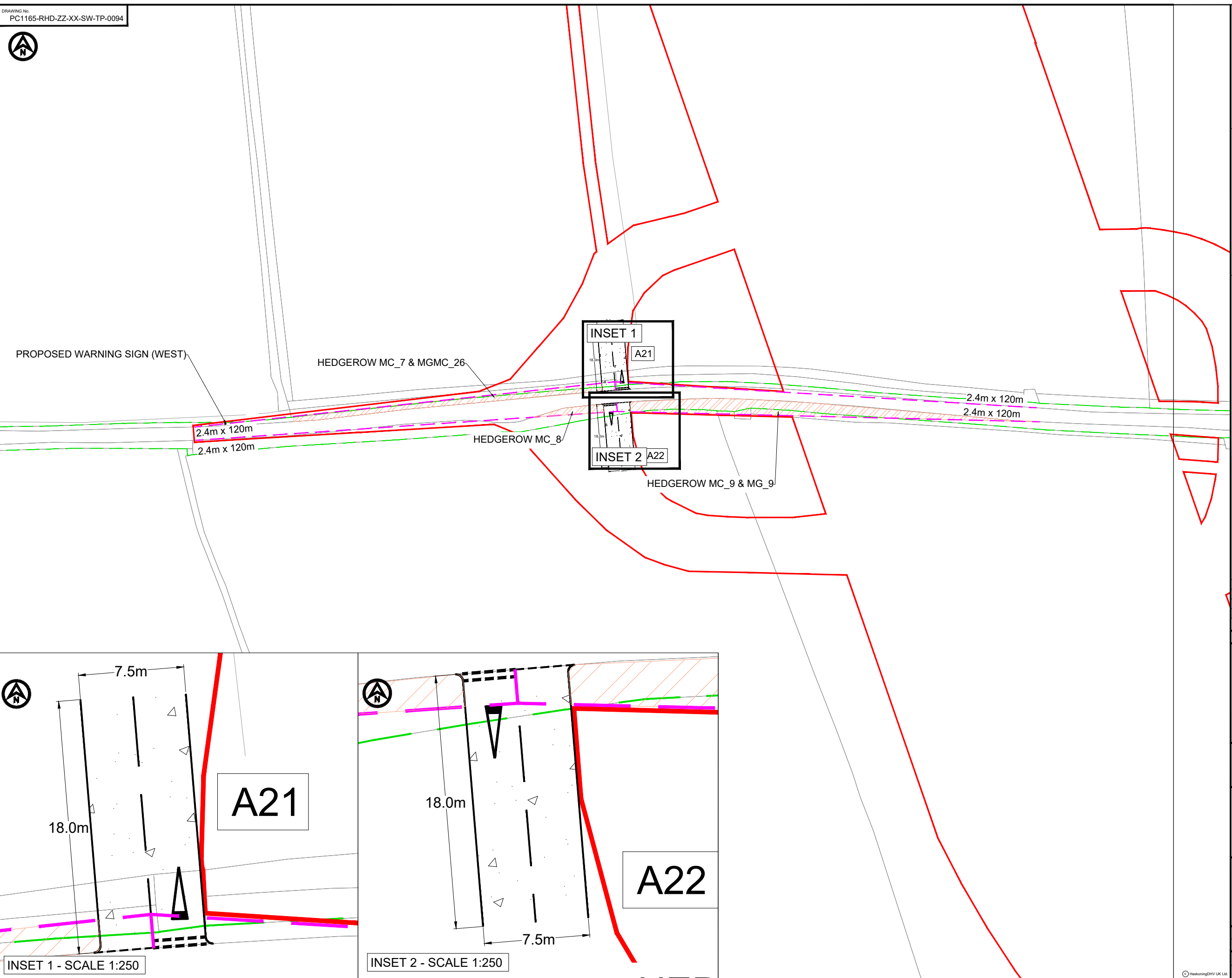
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS 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)

P04	23.08.23	WARNING SIGNS ADDED	KP	SKT	SKT
P03	18.05.23	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



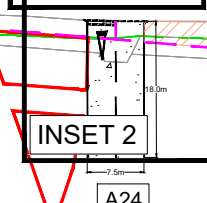
PROPOSED WARNING SIGN (WEST)

HEDGEROW MC_10, MGMC_27 & MG_6

2.4m x 120m

2.4m x 120m

HEDGEROW MC_7



HEDGEROW MG_6

HEDGEROW MG_11, MGMC_28 & MG_10

2.4m x 120m

2.4m x 120m

PROPOSED WARNING SIGN (EAST)



7.5m

18.1m

INSET 1 - SCALE 1:250



18.0m

7.5m

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 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)

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

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

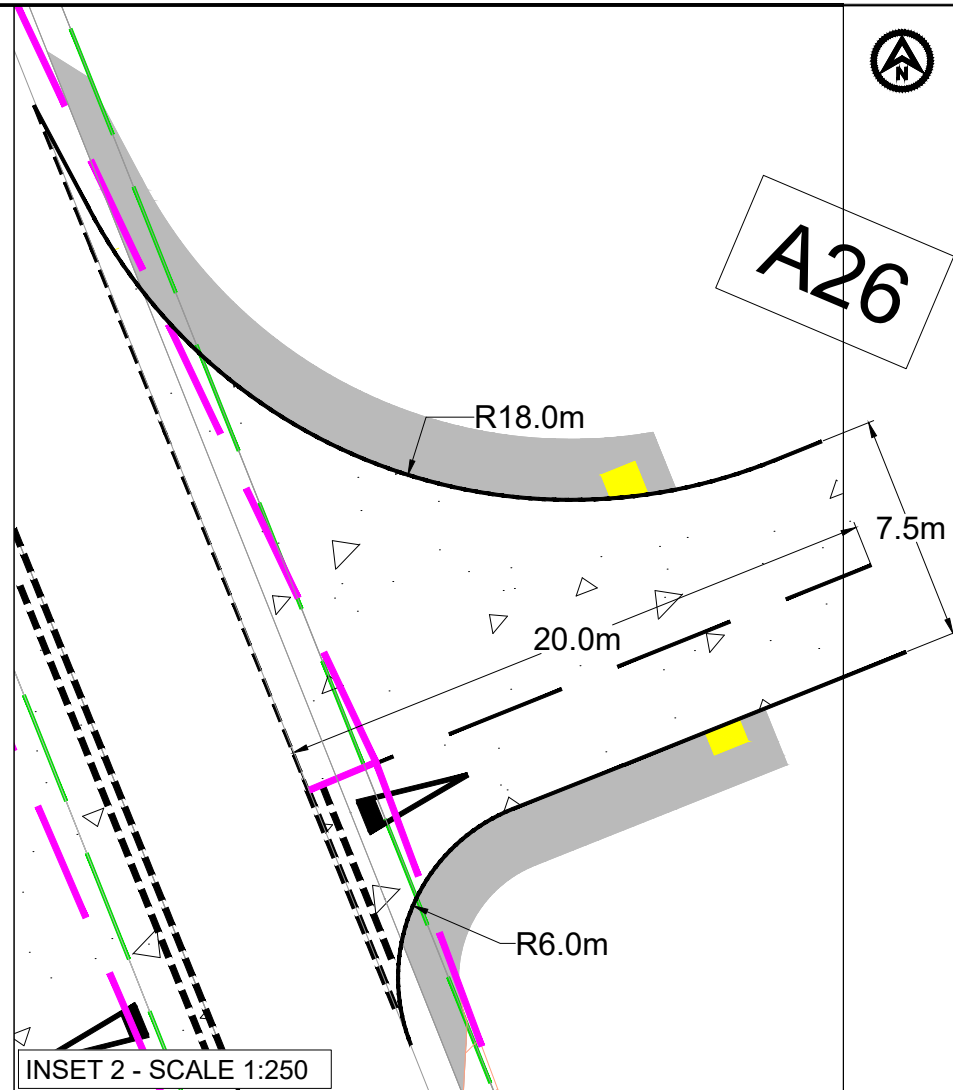
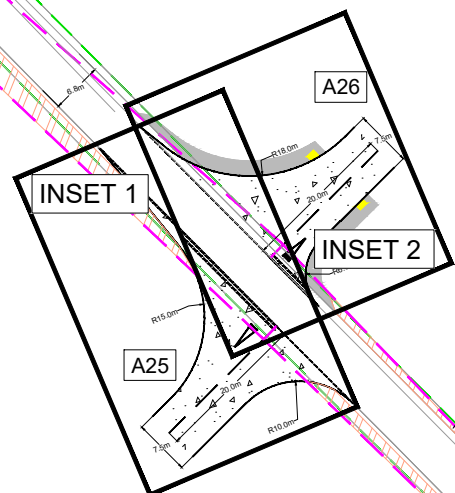
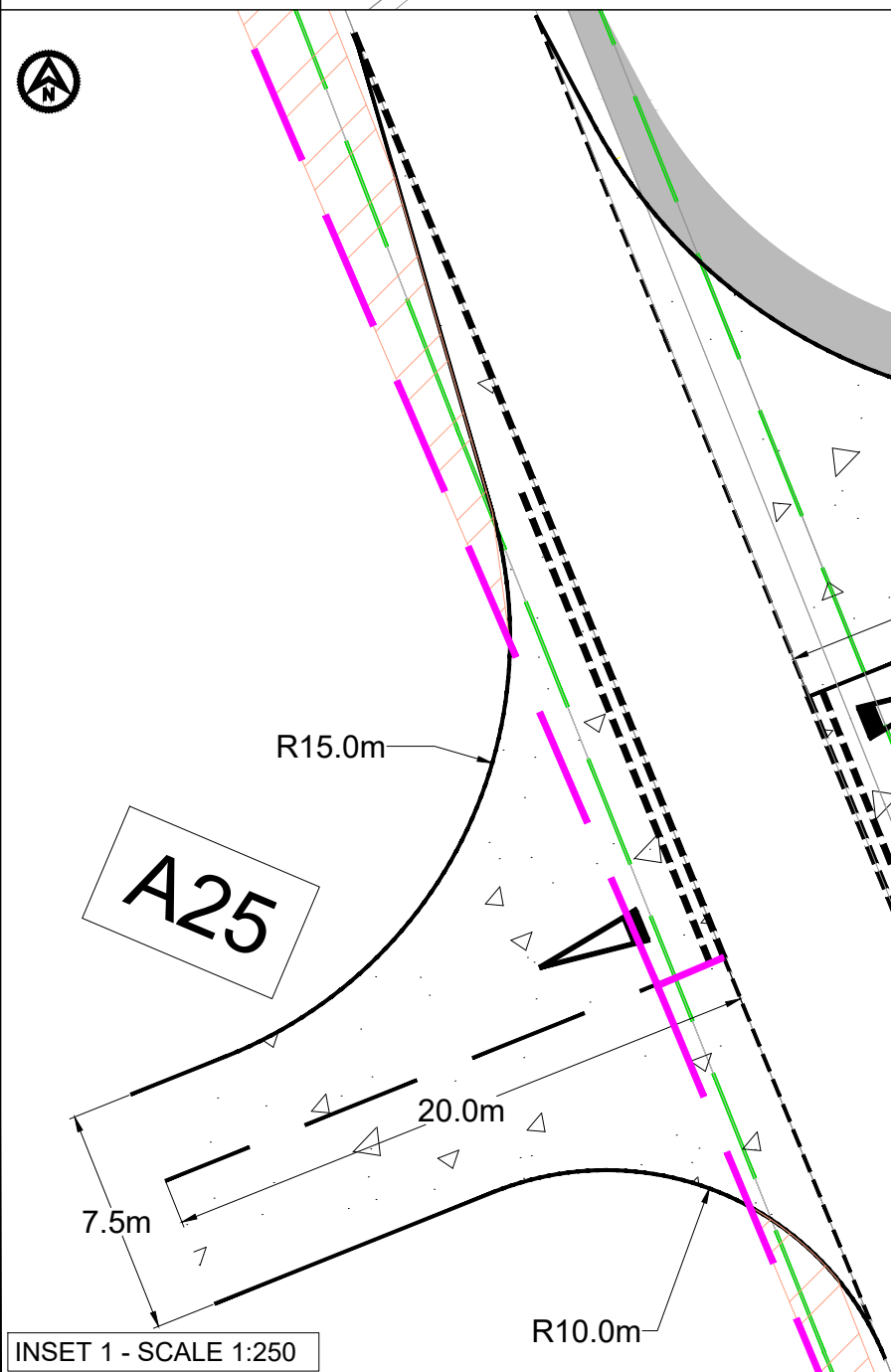
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

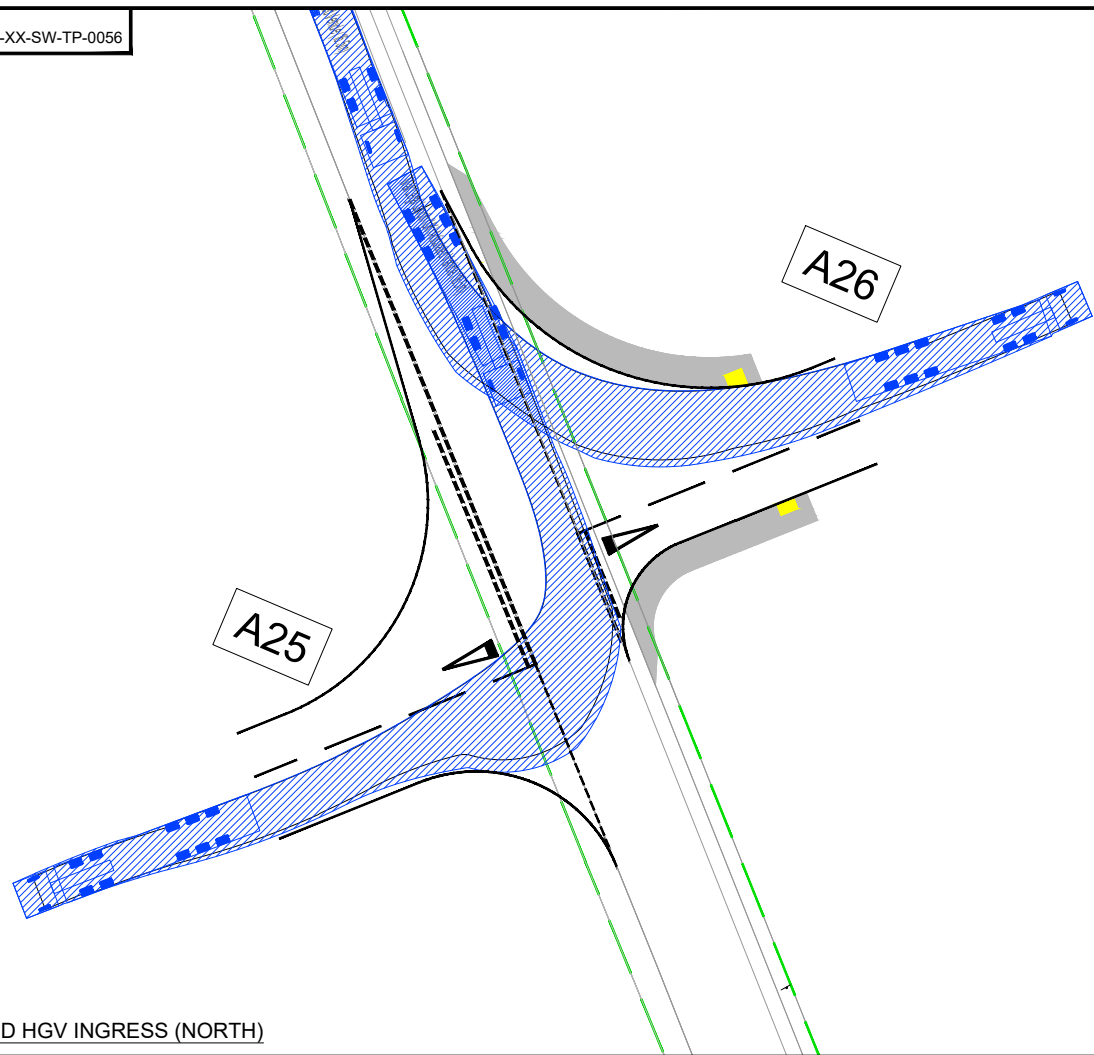
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A25 AND A26 GENERAL ARRANGEMENT

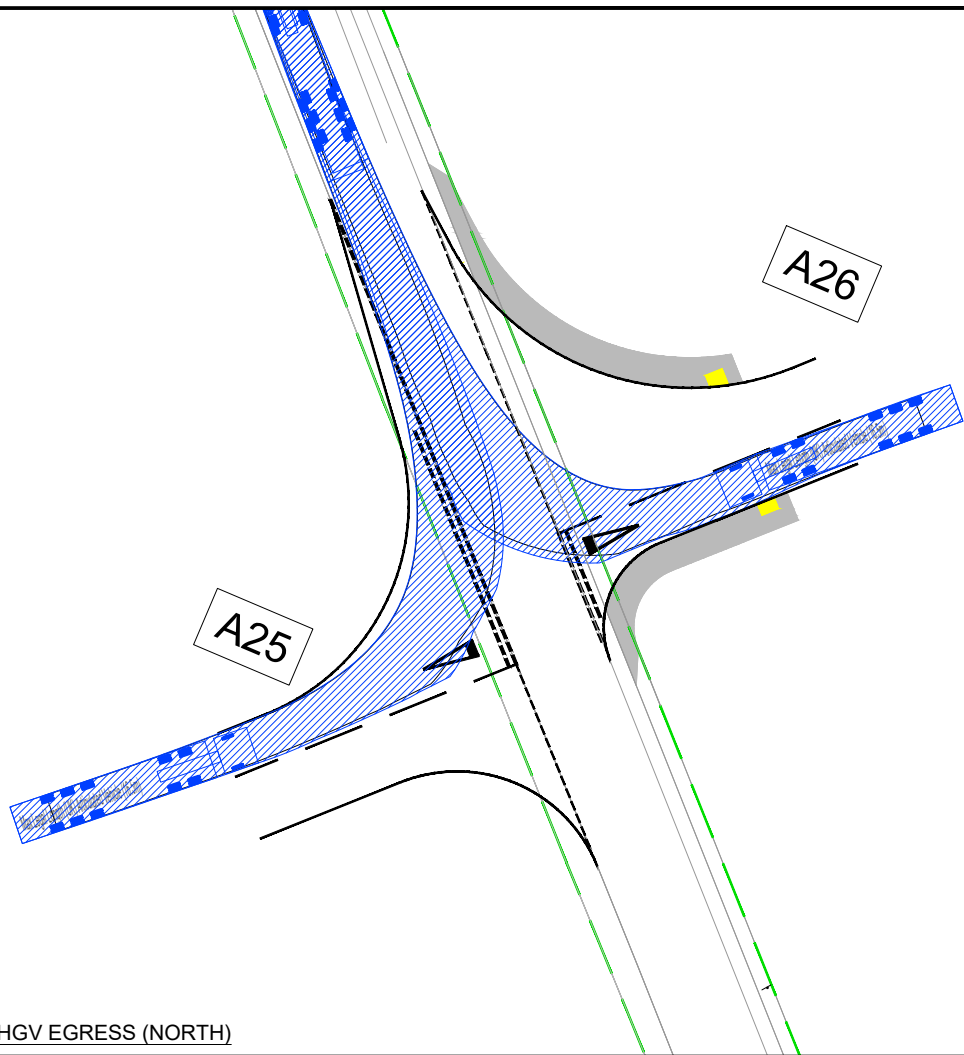


DRAWN	CB	CHECKED	SKT	APPROVED	SKT
DATE	05.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0011	REVISION			
CLIENT DWG No.					P04

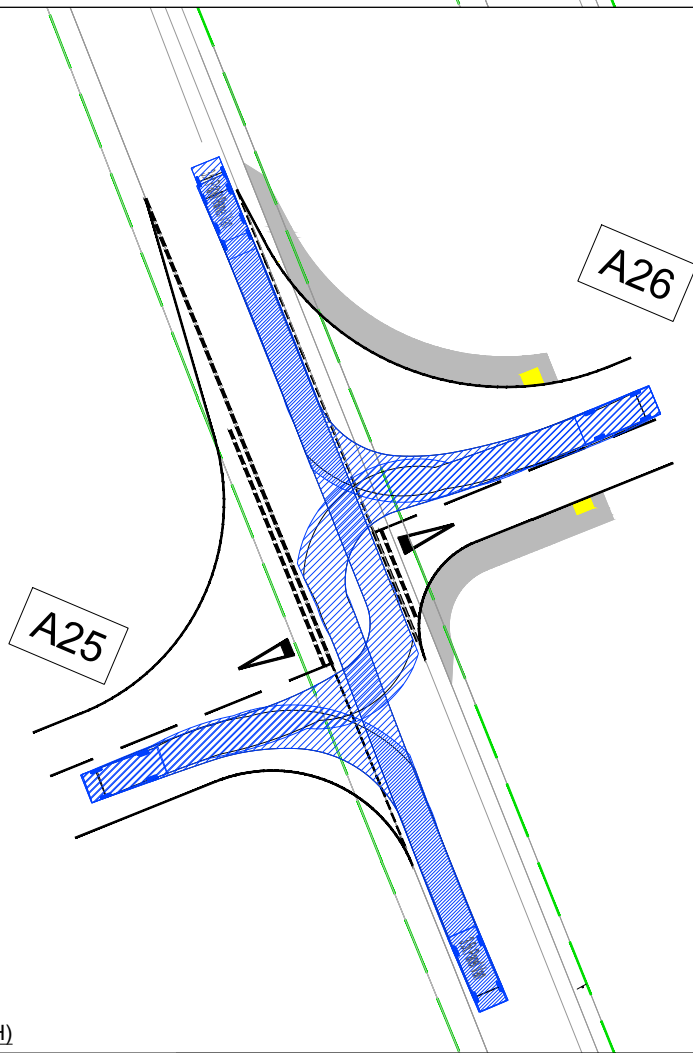




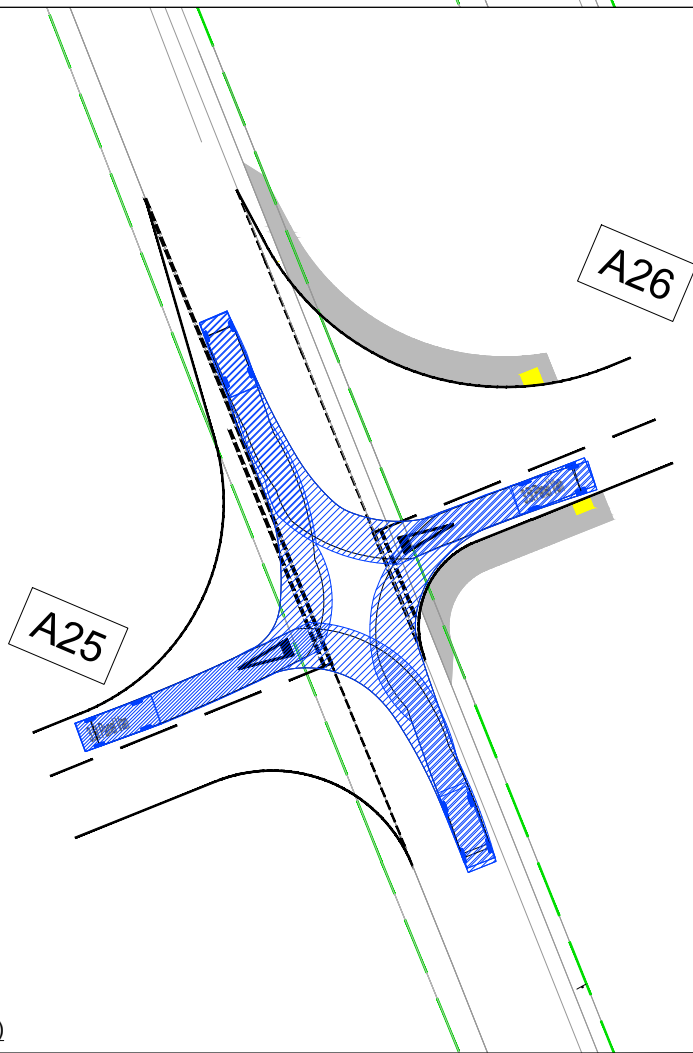
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS (SOUTH)



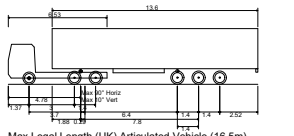
LIGHT VEHICLE EGRESS (SOUTH)

- NOTES
- 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 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	6.90s
Kerb to Kerb Turning Radius	6.530m



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.998m
Overall Body Height	2.365m
Min Body Ground Clearance	0.339m
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

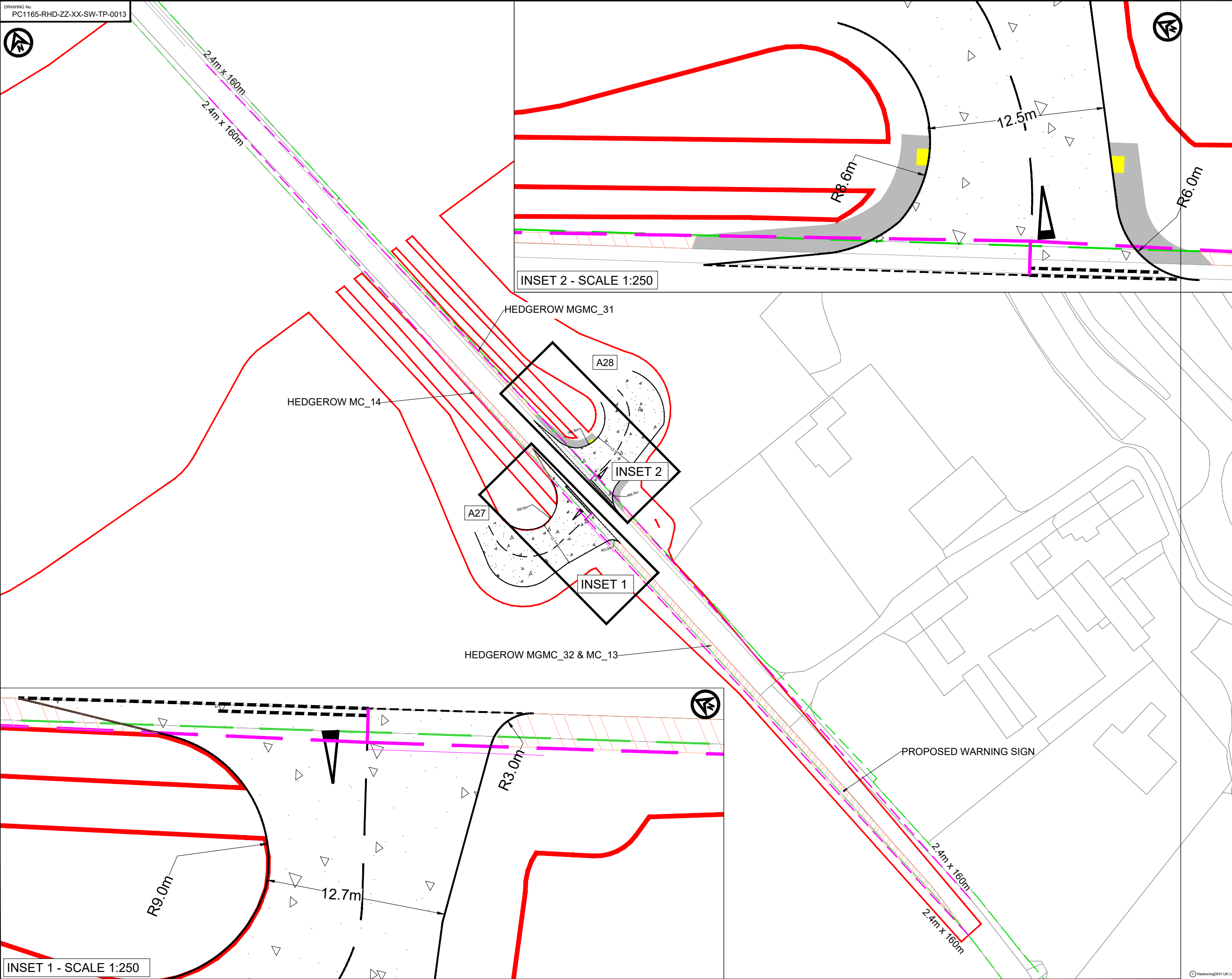
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A25 AND A26 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-0056	REVISION
CLIENT DWG No.		P02

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



- 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 SPYLA 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 SPYLA (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

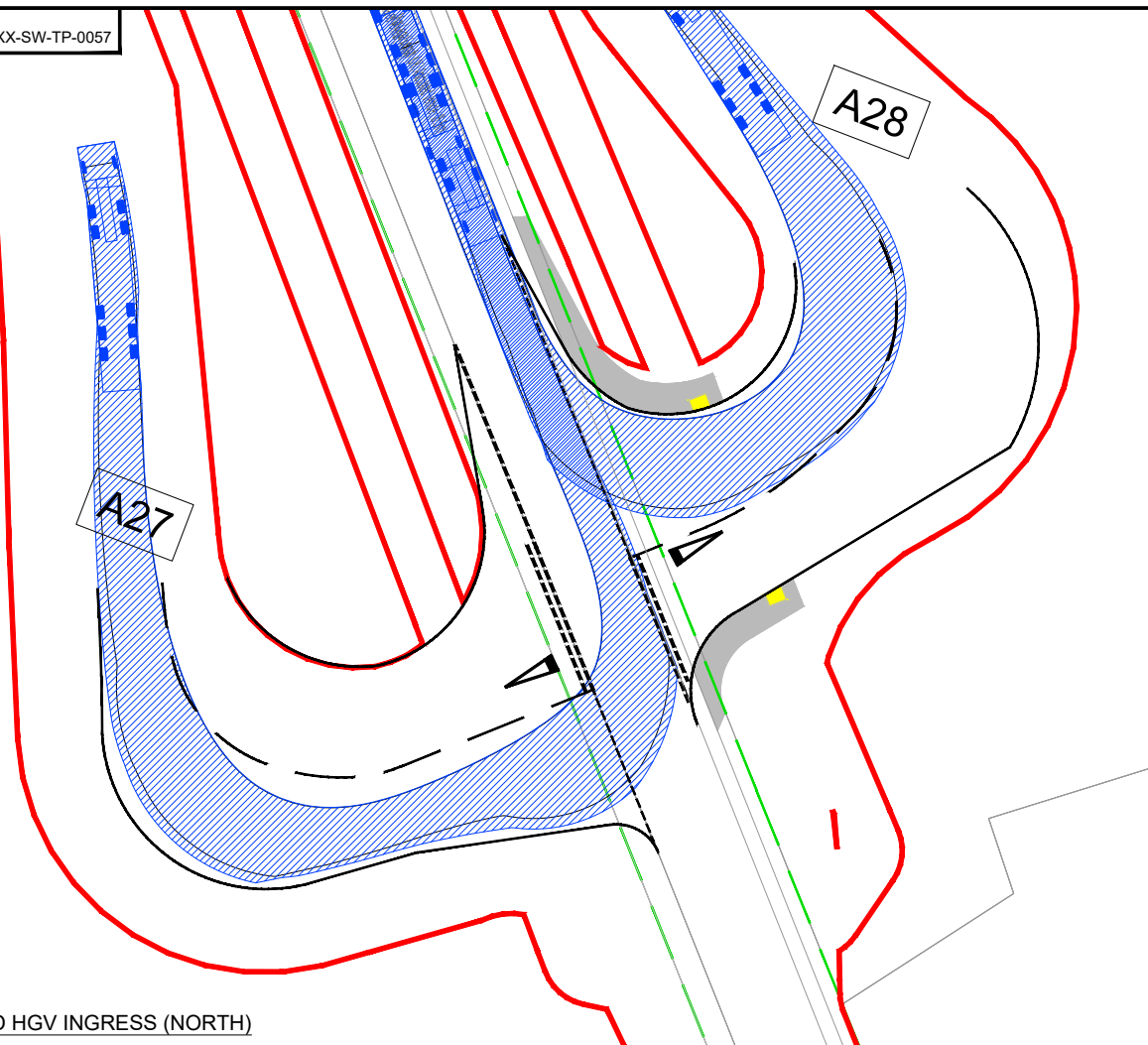
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

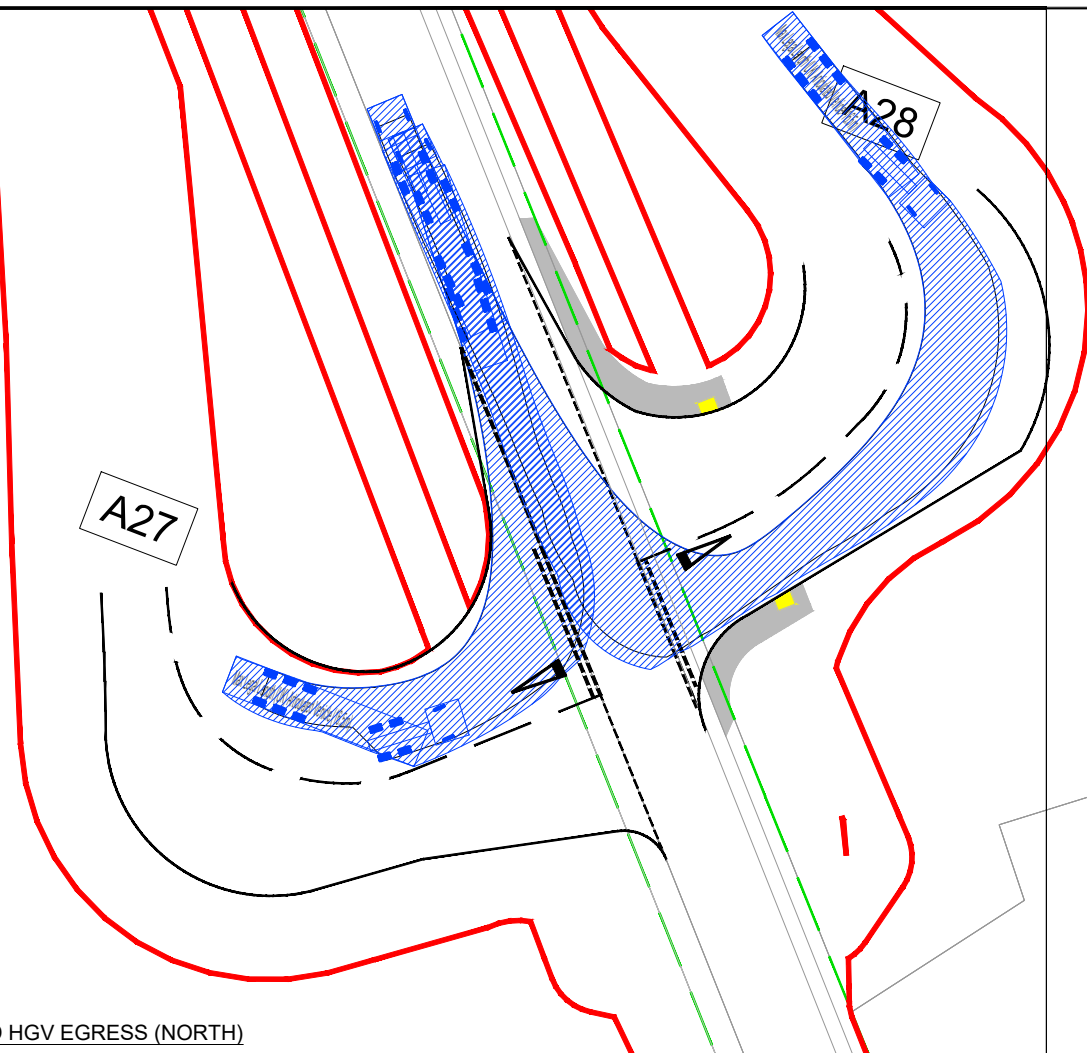
TITLE
ACCESS A27 AND A28 GENERAL ARRANGEMENT



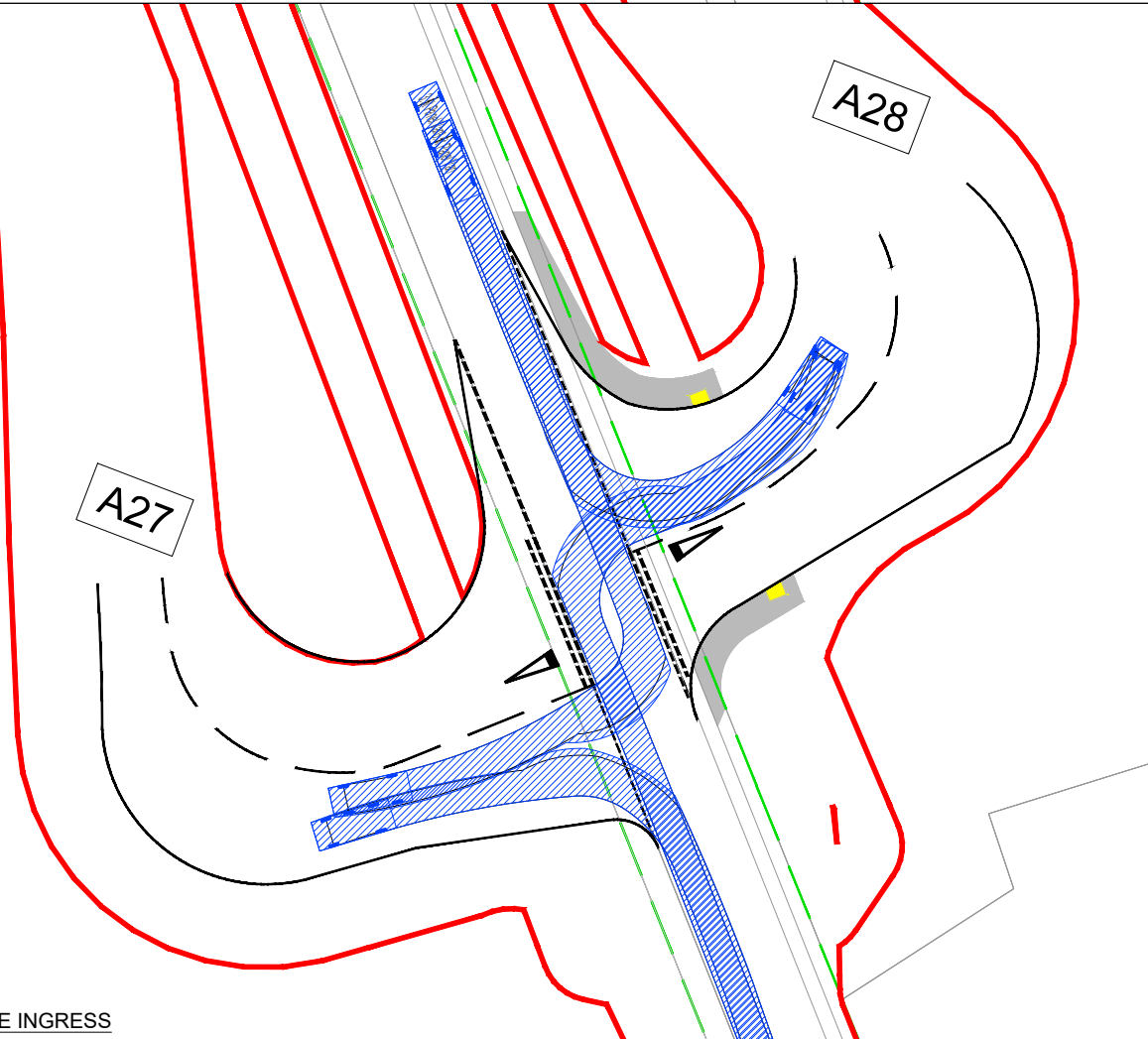
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DATE	05.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0013	REVISION	P05		
CLIENT DWG No.					



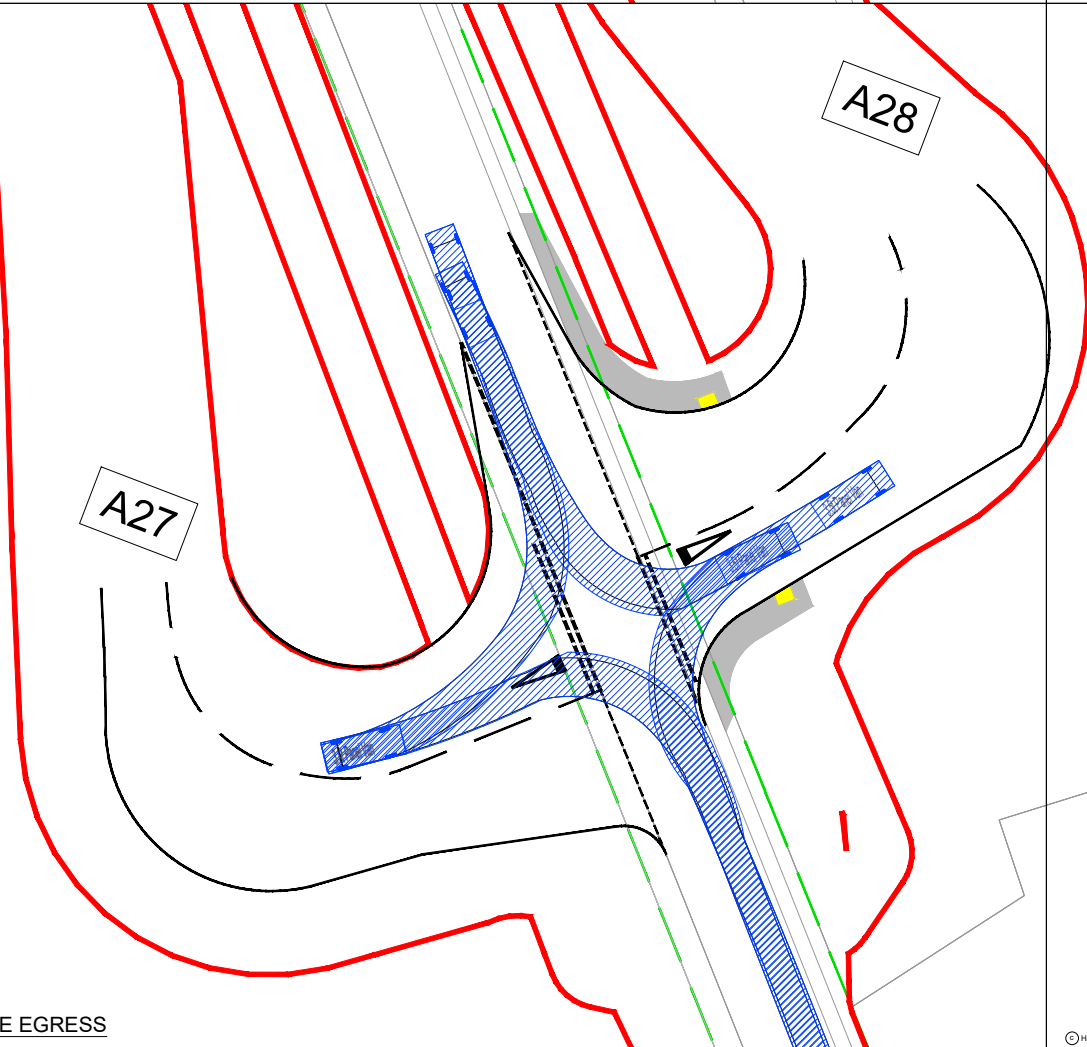
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



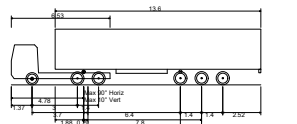
LIGHT VEHICLE EGRESS

- 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. OS mapping to east and south is currently missing.

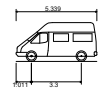
KEY

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

VEHICLE TRACKING



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

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
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REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

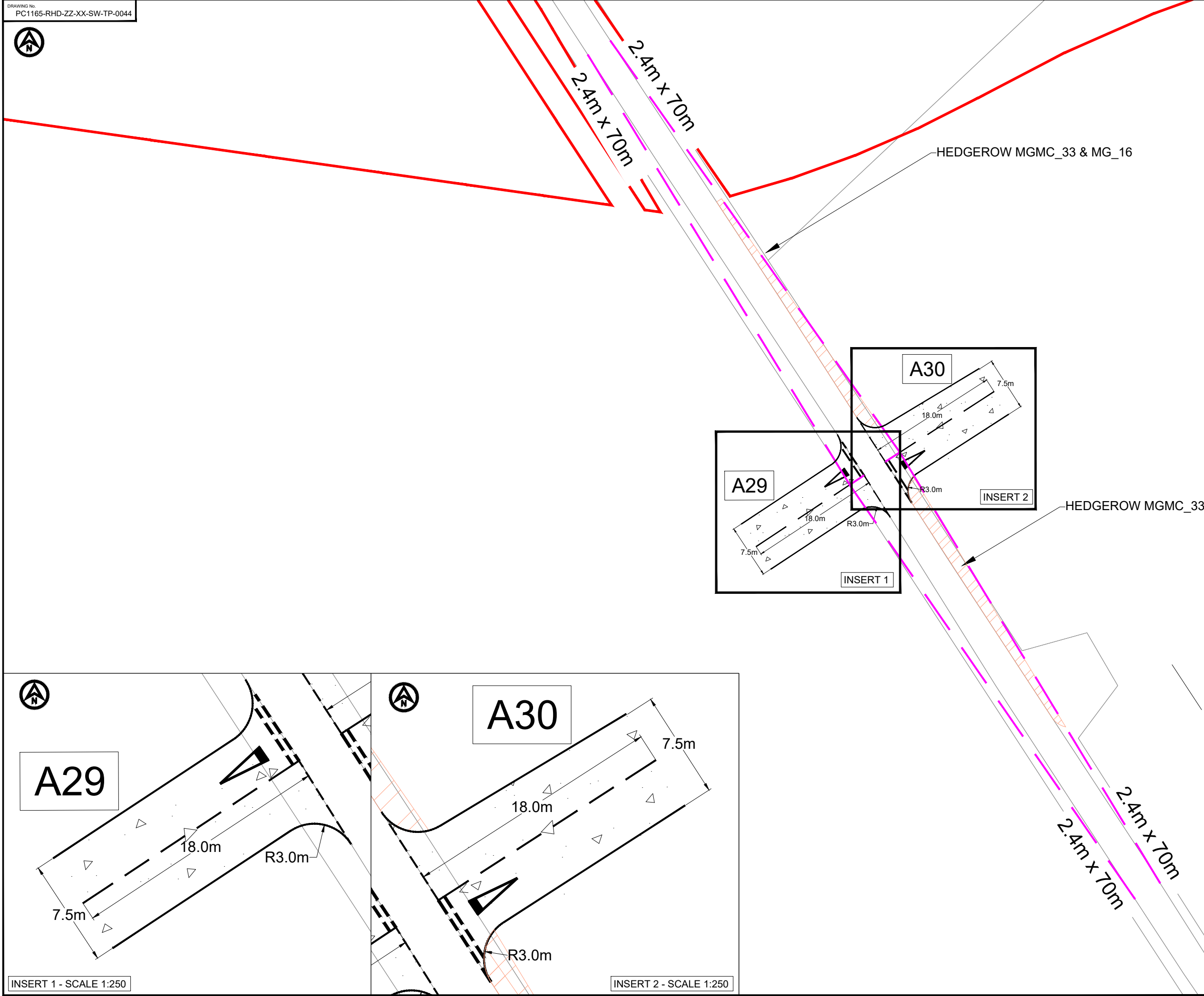
PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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 SPLAY FOR ASSUMED JUNCTION LOCATION
 - FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
 - AREA OF HEDGEROWS MGMC_33 & MG_16 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

P05	24.05.25	VISIBILITY SPLAY AMENDED	KP	SKT	SKT
P04	15.05.23	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

REVISIONS

CLIENT

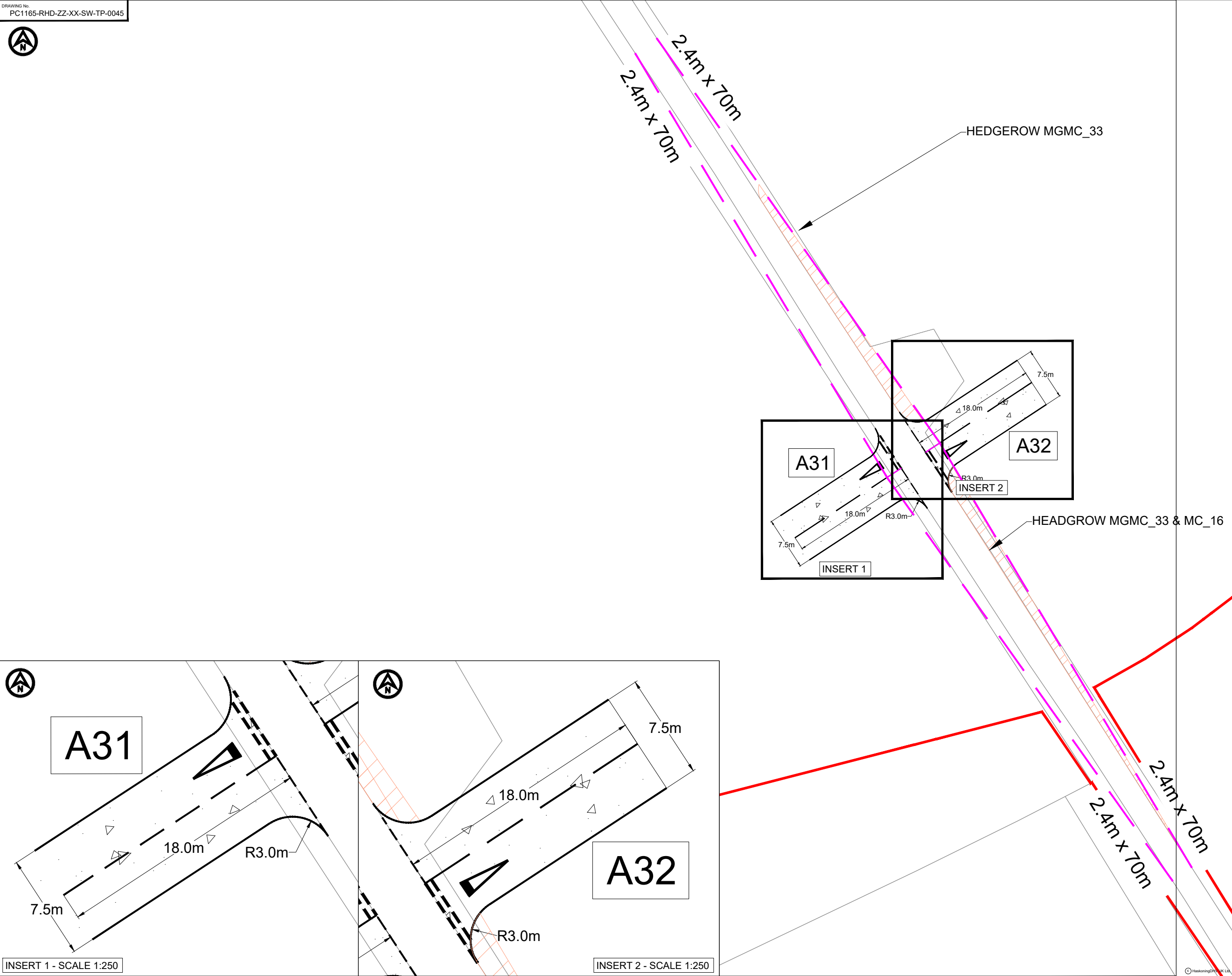
MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

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



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
	AREA OF HEDGEROWS MGMC_33 & MC_16 TO BE REMOVED WITHIN VISIBILITY SPLAY (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	CB	CHECKED	SKT	APPROVED	SKT
DATE	15.05.23	SCALE AT A3	1:500	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0045	REVISION			P05
CLIENT DWG No.					



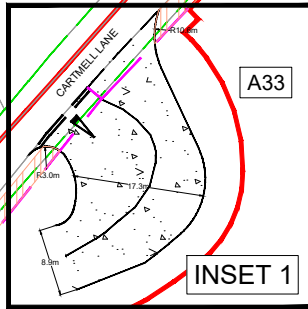
PROPOSED WARNING SIGN (SOUTH)

HEDGEROW MGMC_35

HEDGEROW MGMC_35

PROPOSED WARNING SIGN (NORTH)

2.4m x 90m



CARTMELL LANE

A33

R10.6m

R3.0m

17.3m

8.9m

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.
 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.
 8. 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 MGMC_35 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 8)
	PROPOSED WARNING SIGN (NOTE 7)

REV	DATE	DESCRIPTION	BY	CHK	APP
P05	12.09.25	HEDGEROW REMOVAL ADDED	KP	SKT	SKT
P04	23.08.25	WARNING SIGNS ADDED	KP	SKT	SKT
P03	15.05.25	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

REVISIONS

CLIENT

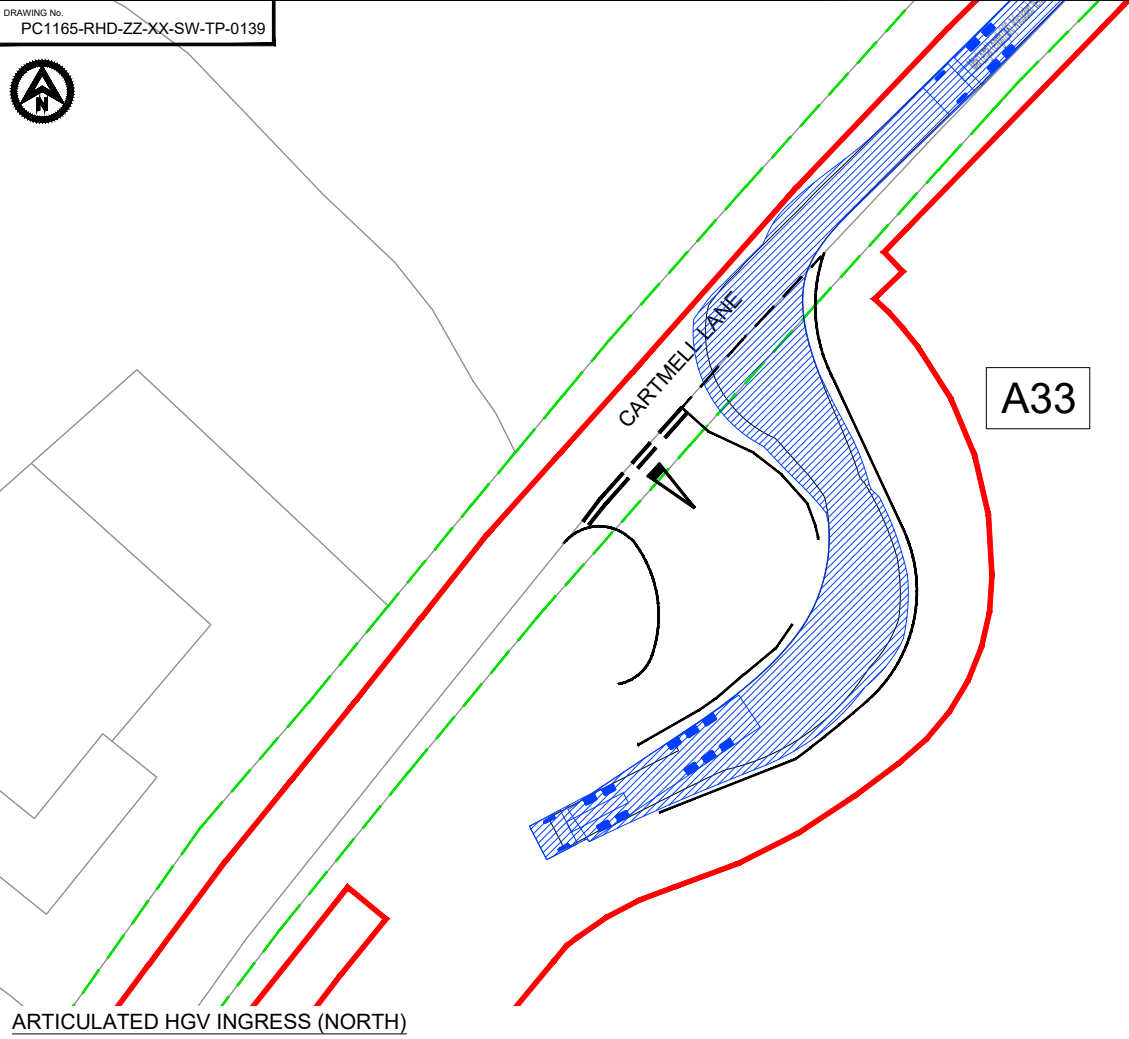
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

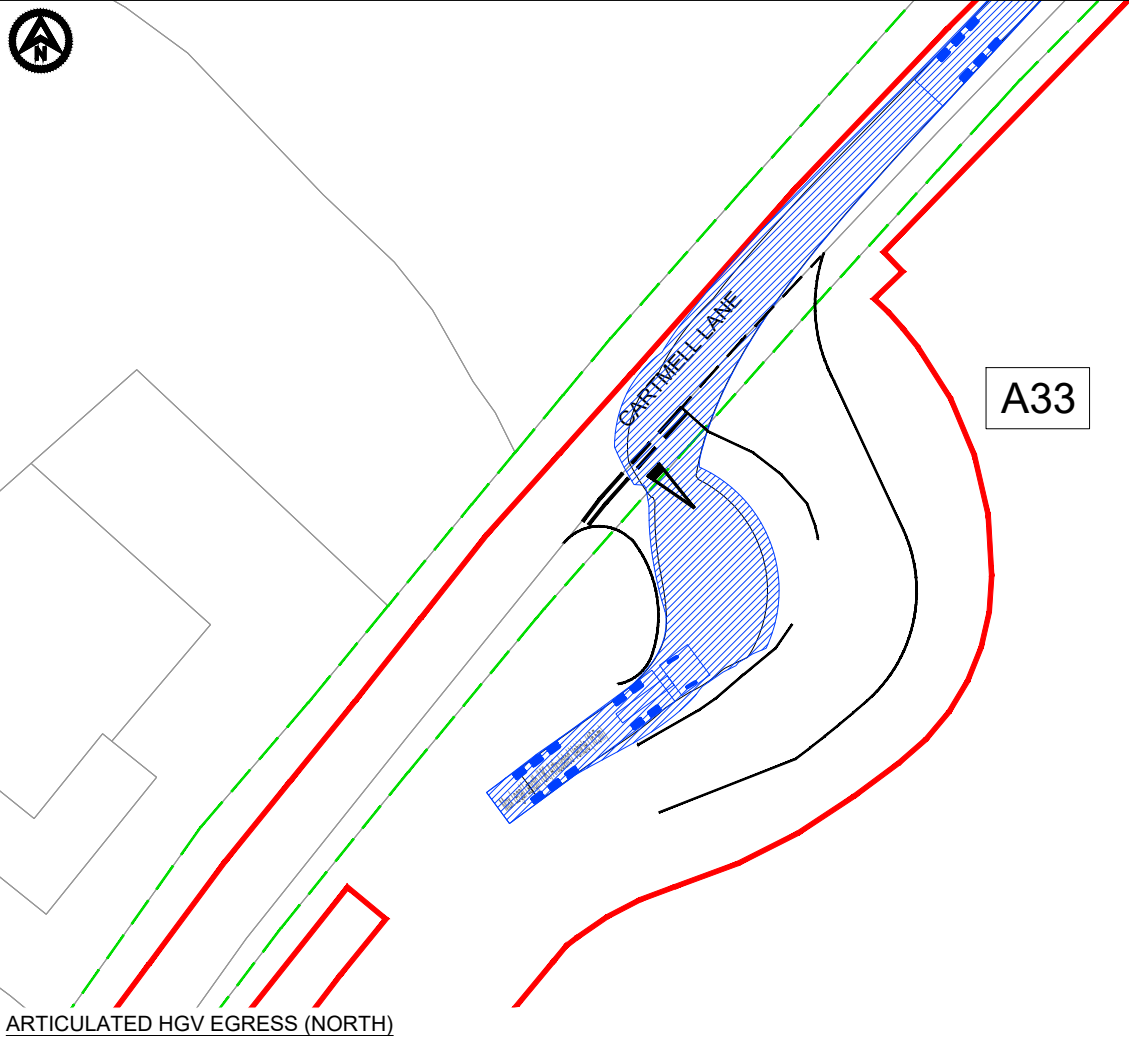
TITLE
ACCESS A33
GENERAL ARRANGEMENT



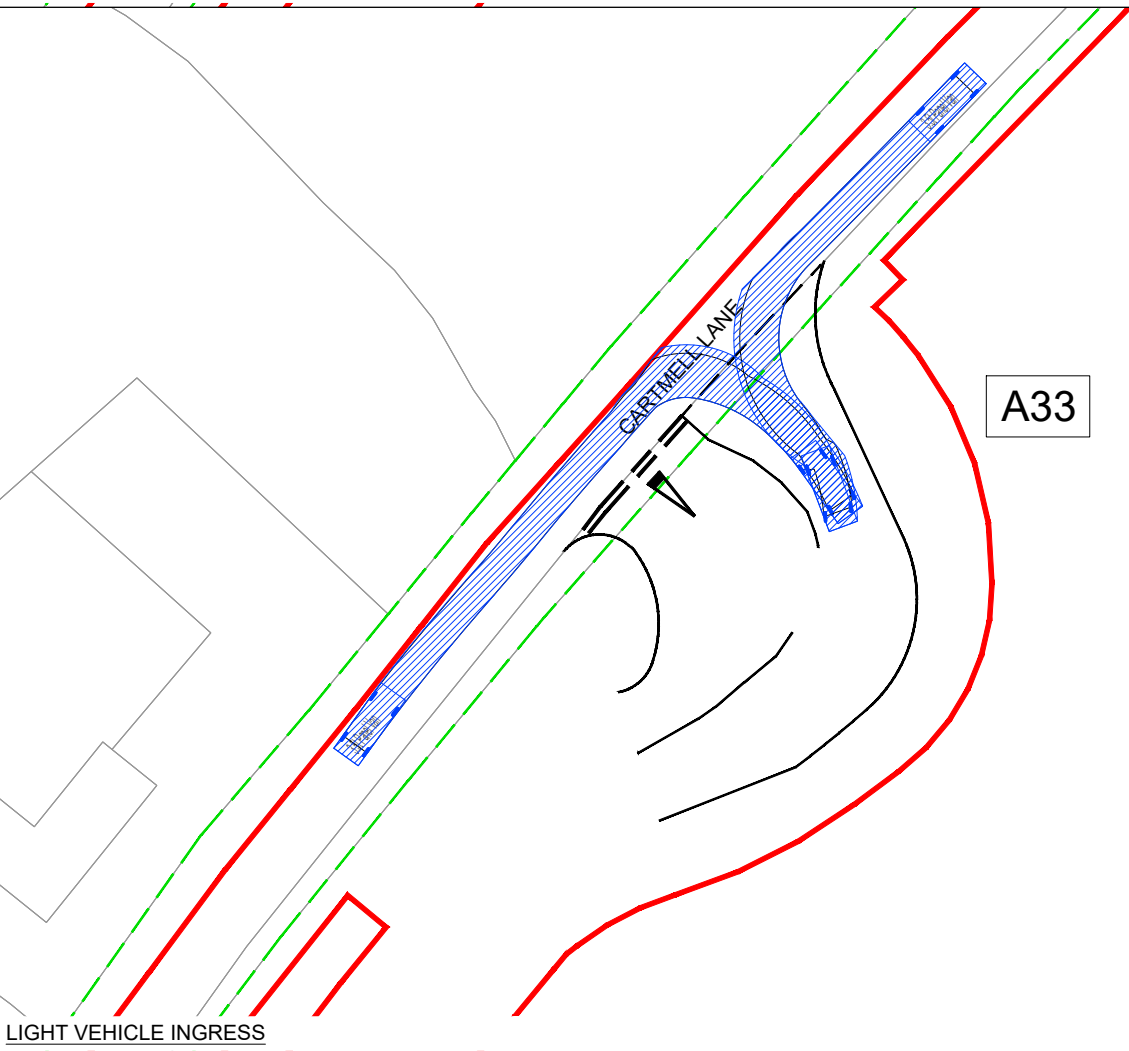
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AA	SKT	SKT
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DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0138	REVISION
CLIENT DWG No.		P05



ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



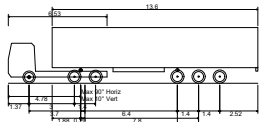
LIGHT VEHICLE EGRESS

- 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.
 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 1.996m
Overall Body Height 2.565m
Min Body Ground Clearance 0.336m
Track Width 1.885m
Lock to lock time 4.006s
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	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

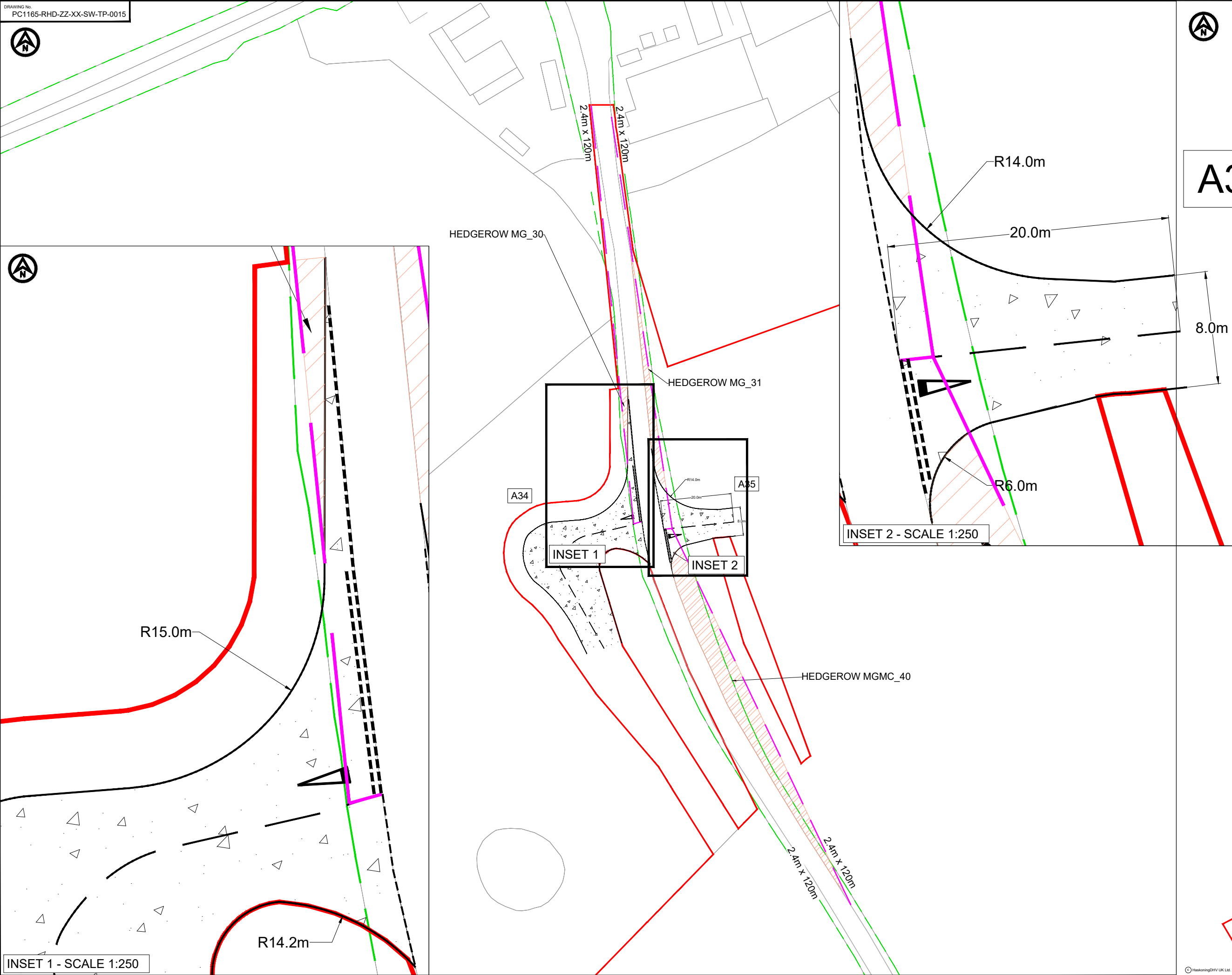
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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



- 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)

A3

8.0m

R14.0m

20.0m

R6.0m

INSET 2 - SCALE 1:250

HEDGEROW MG_30

HEDGEROW MG_31

HEDGEROW MGMC_40

R15.0m

R14.2m

INSET 1 - SCALE 1:250

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

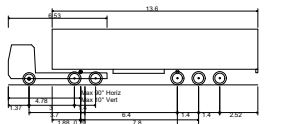
LIGHT VEHICLE EGRESS

- 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

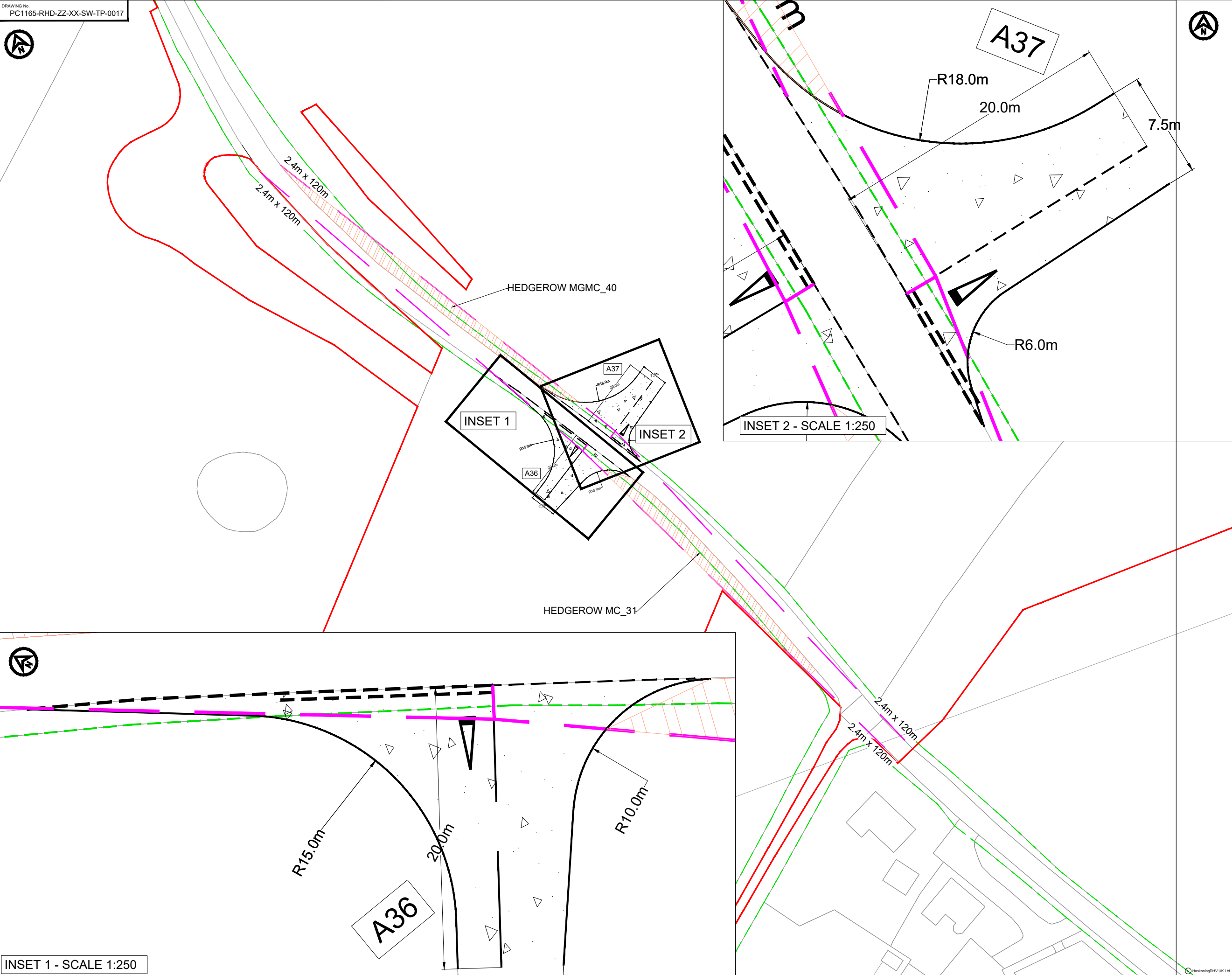
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ACCESS A34 AND A35 SWEEP PATH ANALYSIS



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-0058	REVISION			
CLIENT DWG No.					P02

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0017



- 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)

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

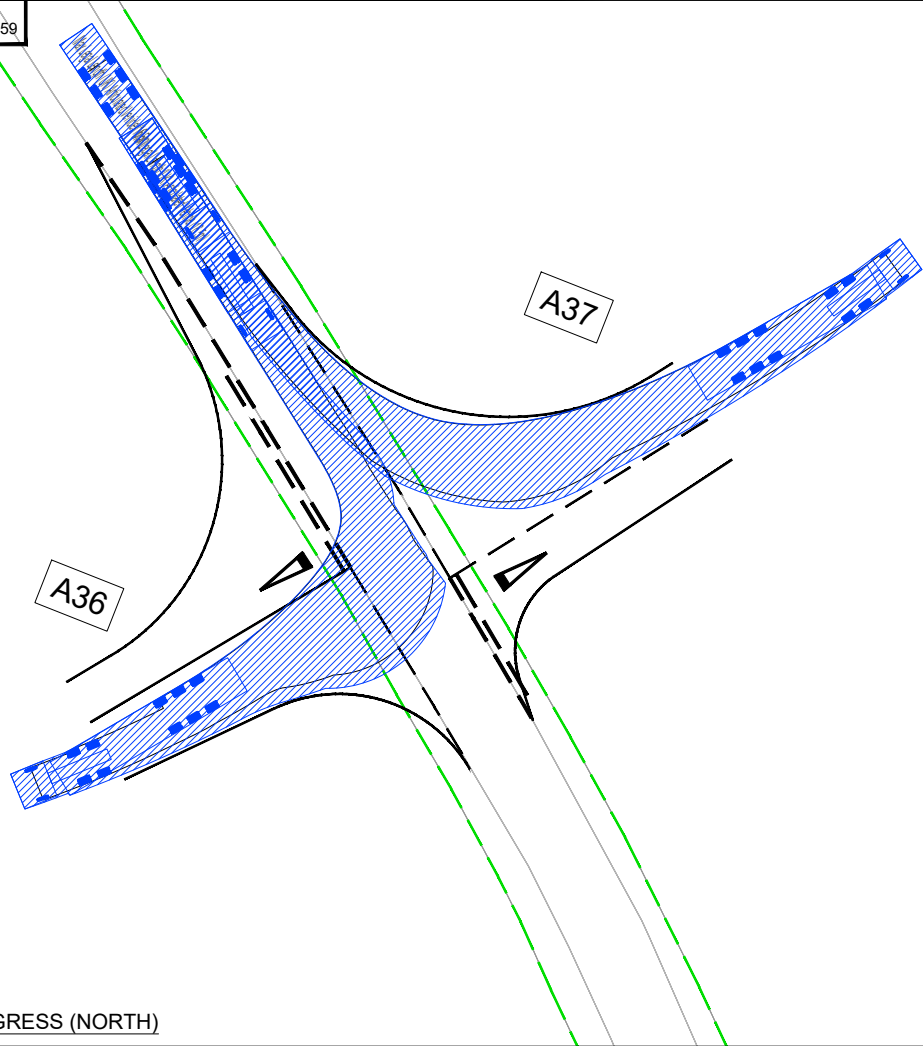
PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE
ACCESS A36 AND A37
GENERAL ARRANGEMENT

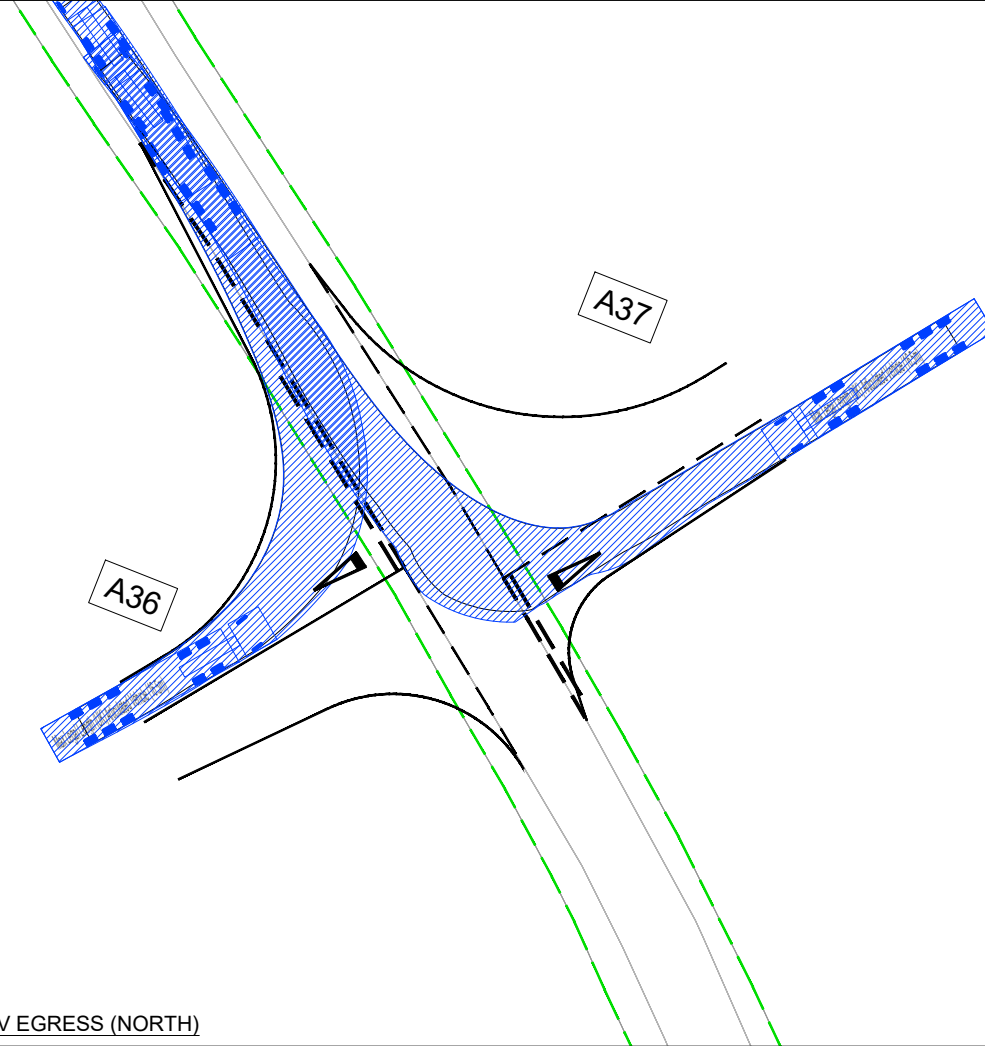


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DATE	05.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0017				REVISION
CLIENT DWG No.					P03

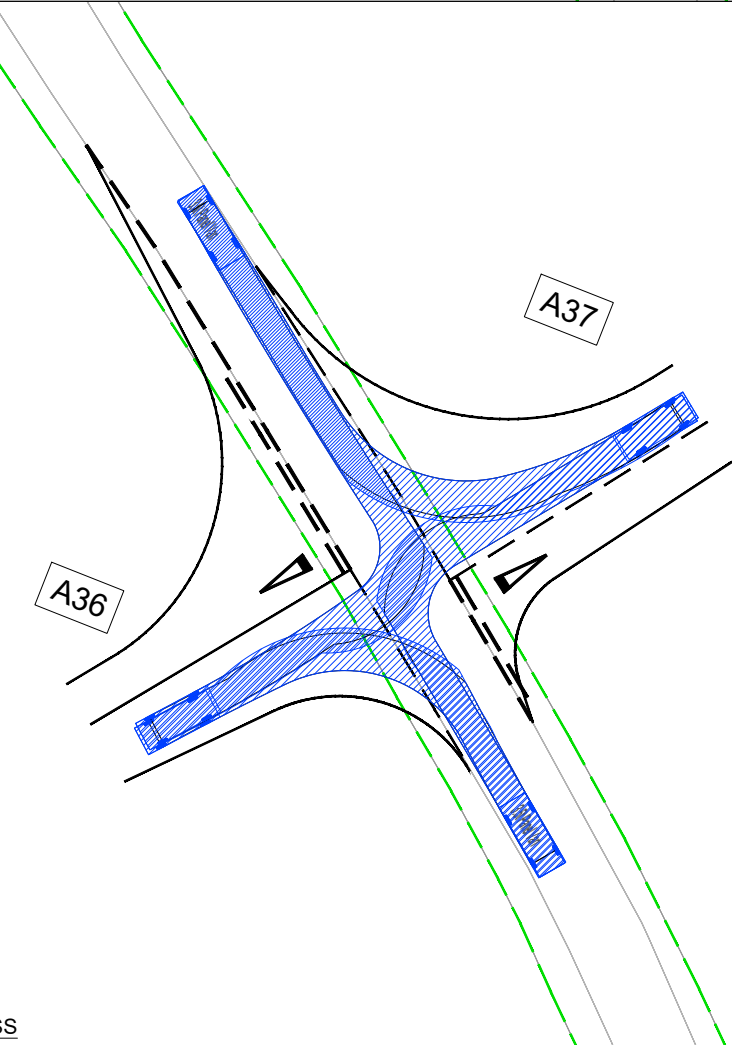
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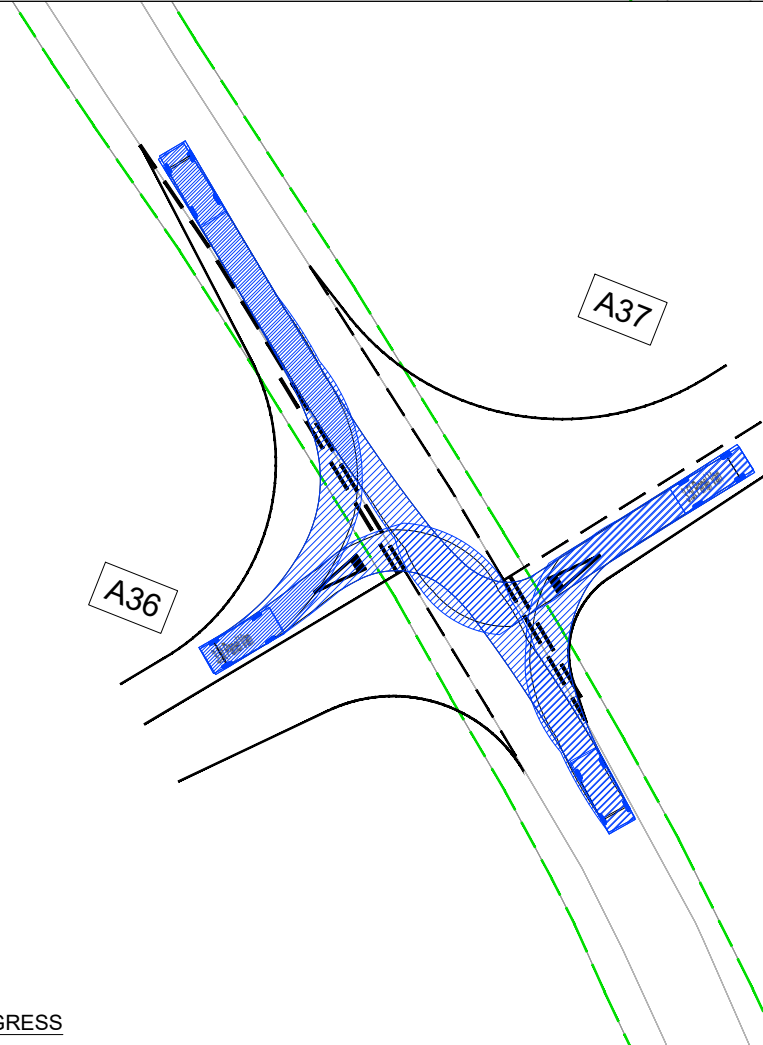
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



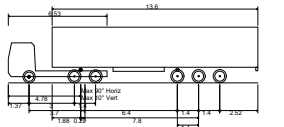
LIGHT VEHICLE EGRESS

- 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
—	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
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	5.339m
Overall Length	1.996m
Overall Width	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	15.05.23	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

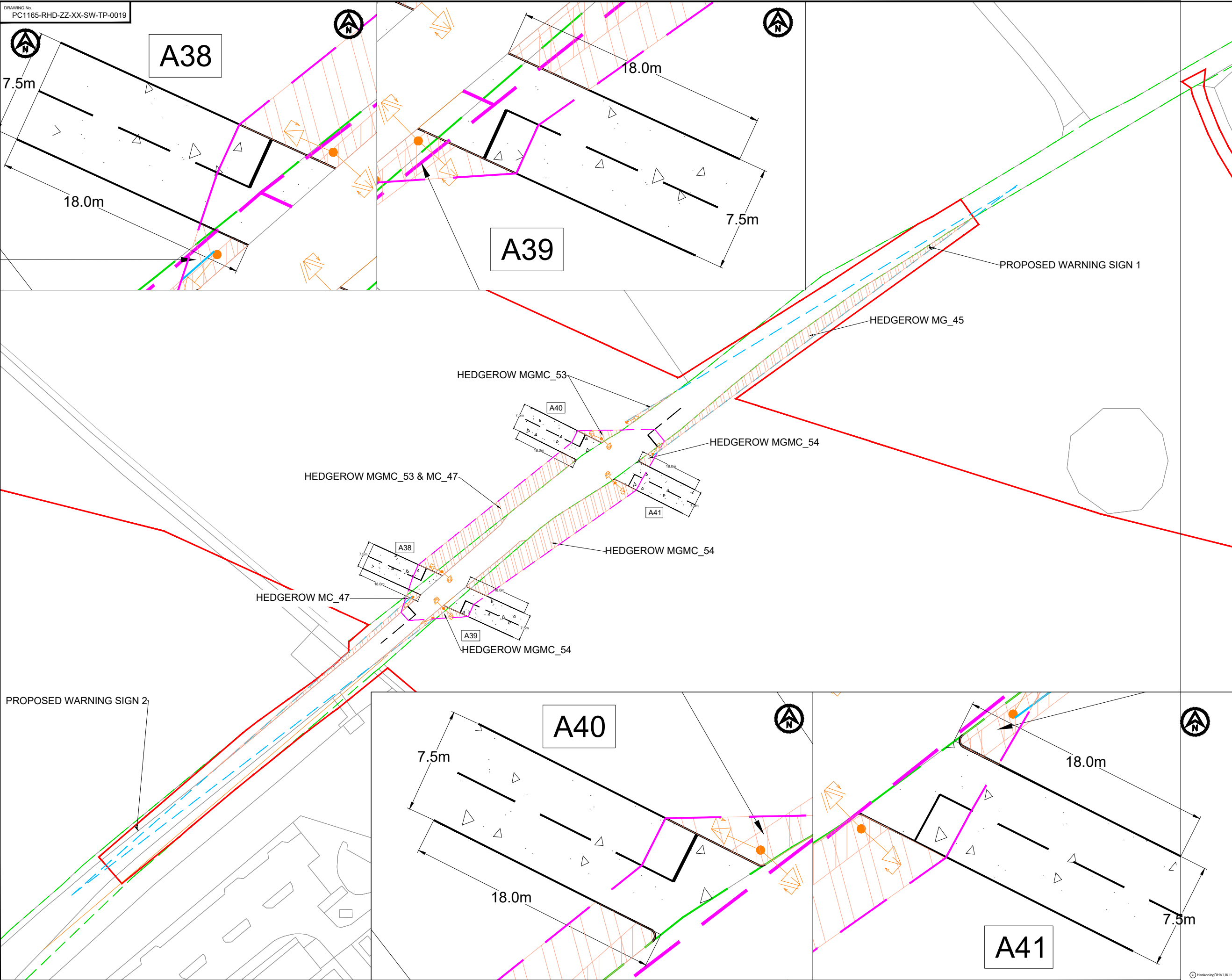
TITLE

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

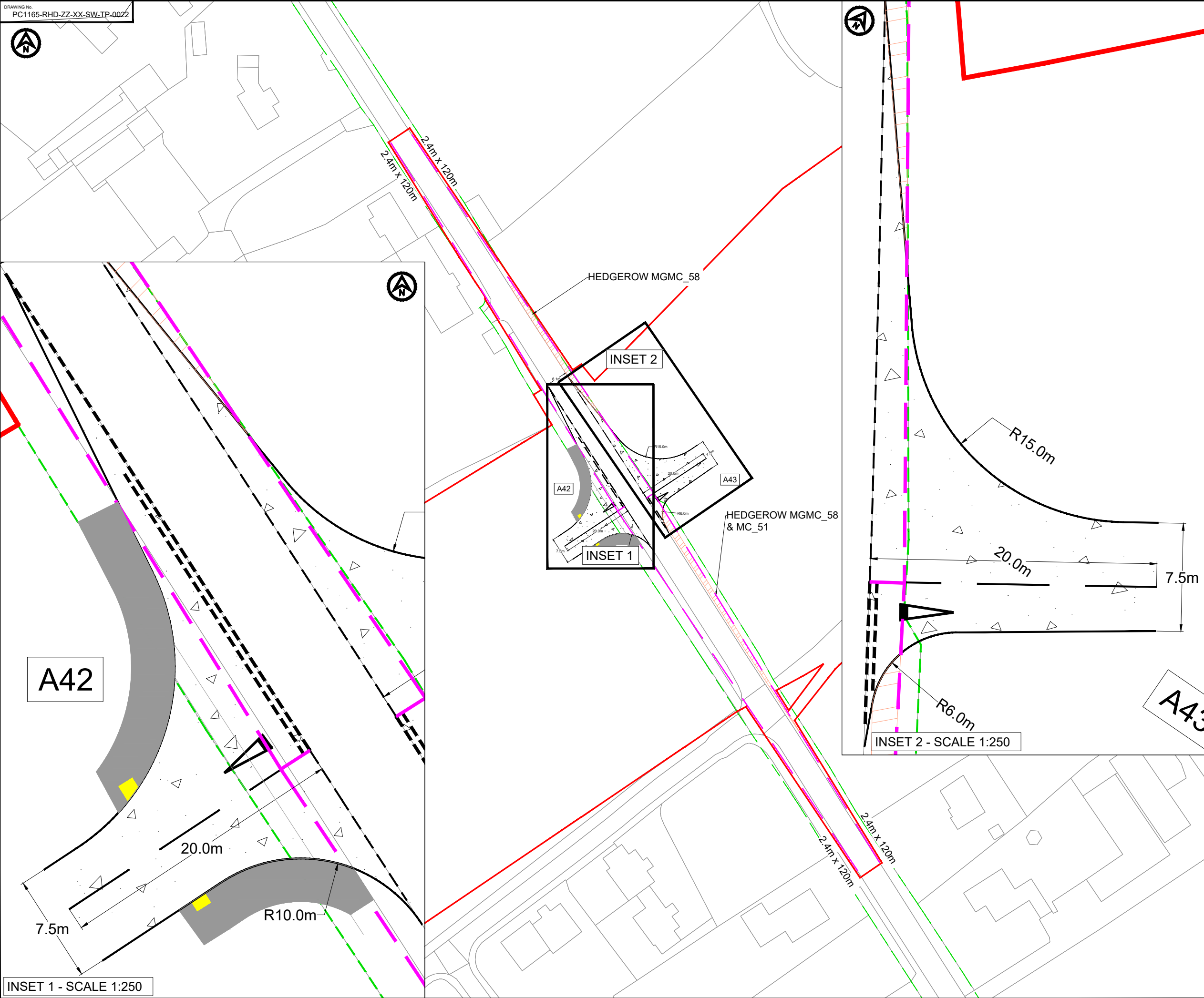
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

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



INSET 1 - SCALE 1:250

INSET 2 - 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 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

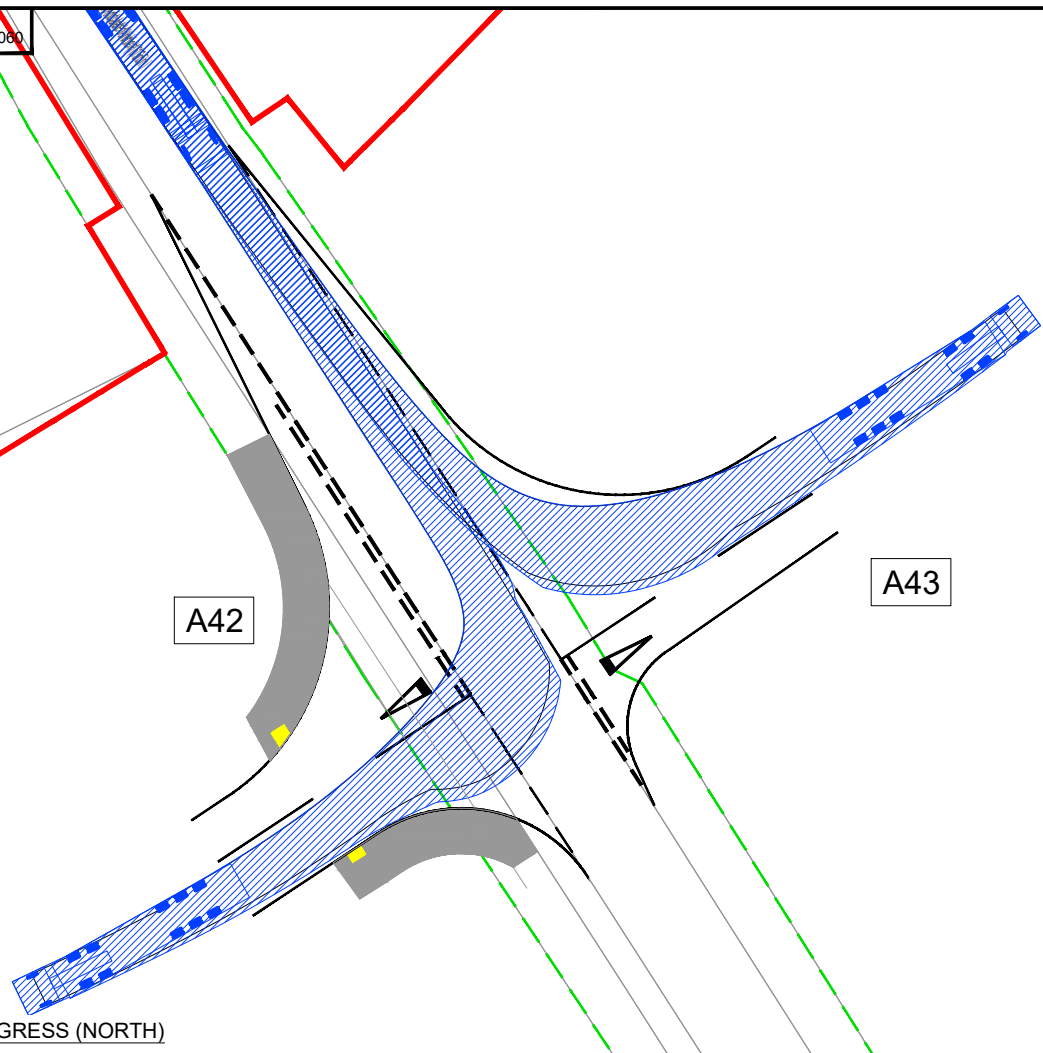
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A42 AND A43 GENERAL ARRANGEMENT

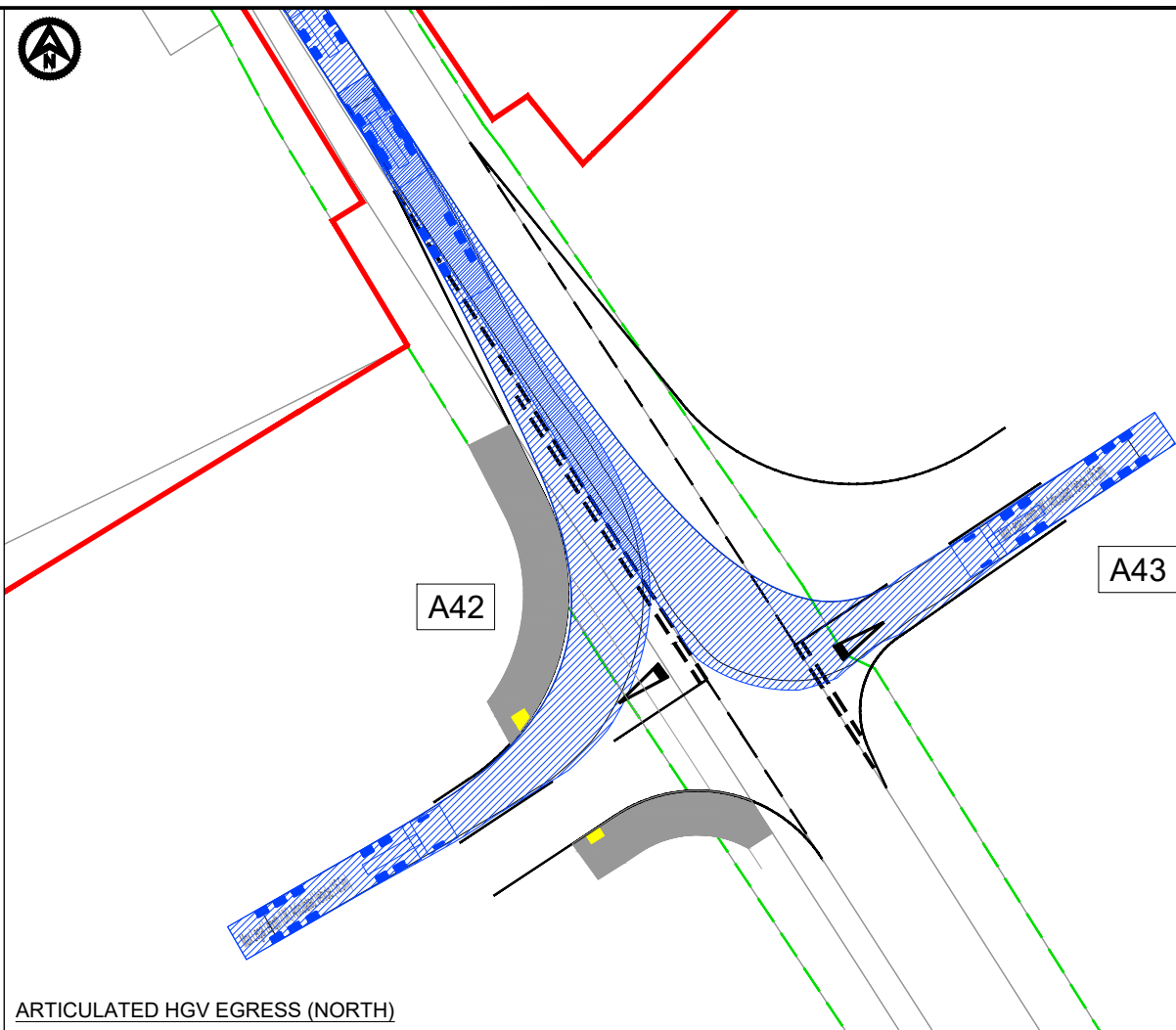


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CLIENT DWG No.					P03

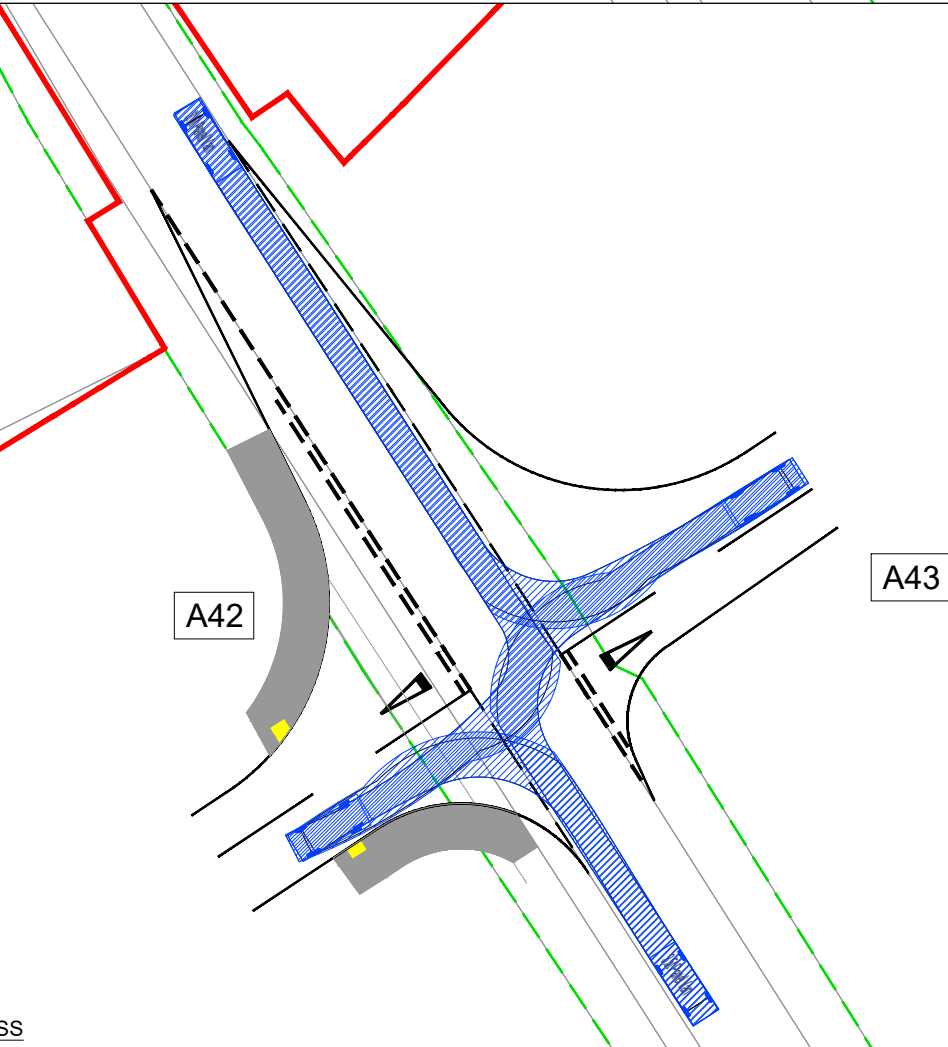
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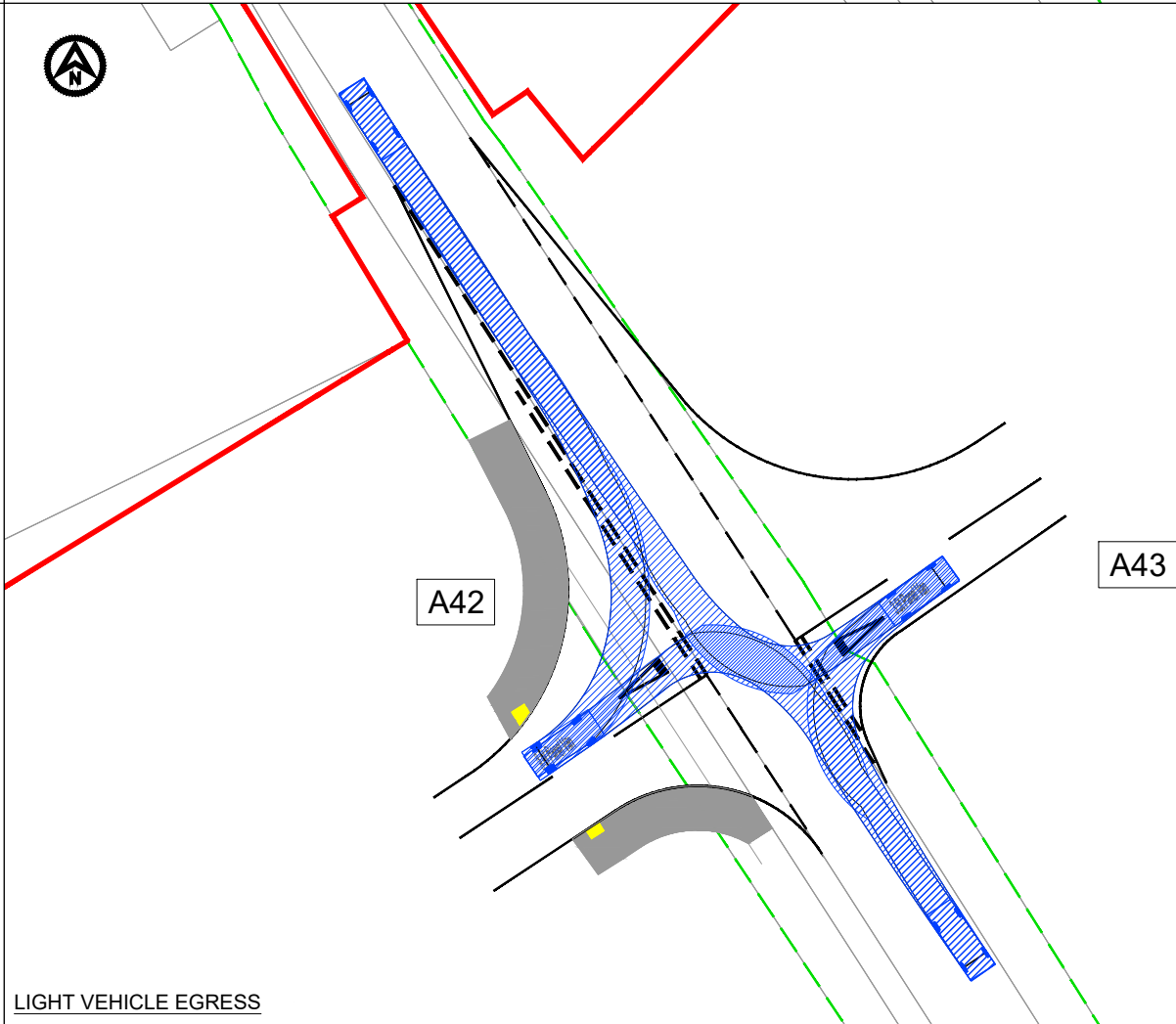
ARTICULATED HGV INGRESS (NORTH)



ARTICULATED HGV EGRESS (NORTH)



LIGHT VEHICLE INGRESS



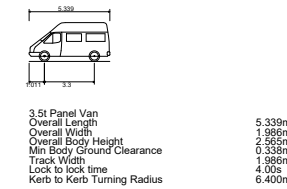
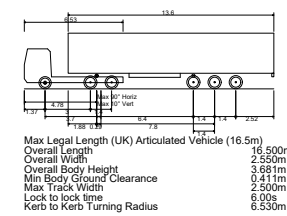
LIGHT VEHICLE EGRESS

- 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
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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



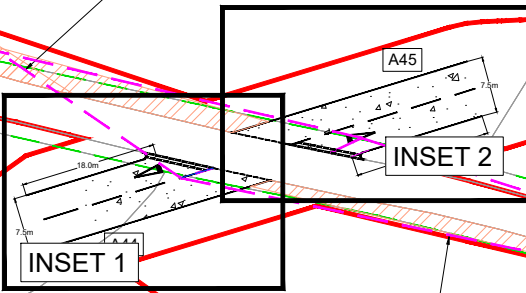
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DATE	05.05.2023	SCALE AT A3	1:500	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0060	REVISION			
CLIENT DWG No.					P02



NEW DIAG. 515 CHEVRON SIGN
TWO SIGNS MOUNTED TOGETHER
TOTAL LENGTH 2.8m

PROPOSED WARNING SIGN

HEDGEROW MG_53



HEDGEROW MG_52 & MG_55

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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. 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 SPLAY 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 SPLAY (NOTE 6)
 - PROPOSED WARNING SIGN (NOTE 7)

P06	03.10.23	AMENDMENTS TO SIGNS	KP	SKT	SKT
P05	23.08.23	VISIBILITY AND GEOMETRY AMENDED	KP	SKT	SKT
P04	15.08.23	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
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

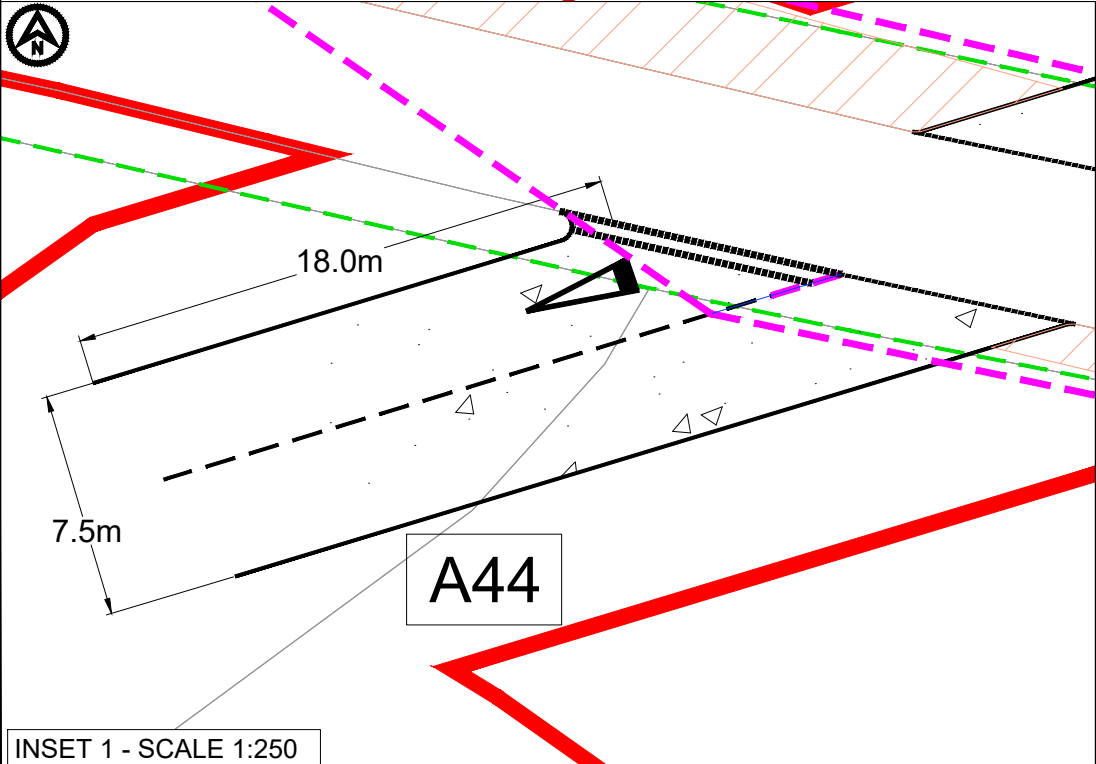
MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

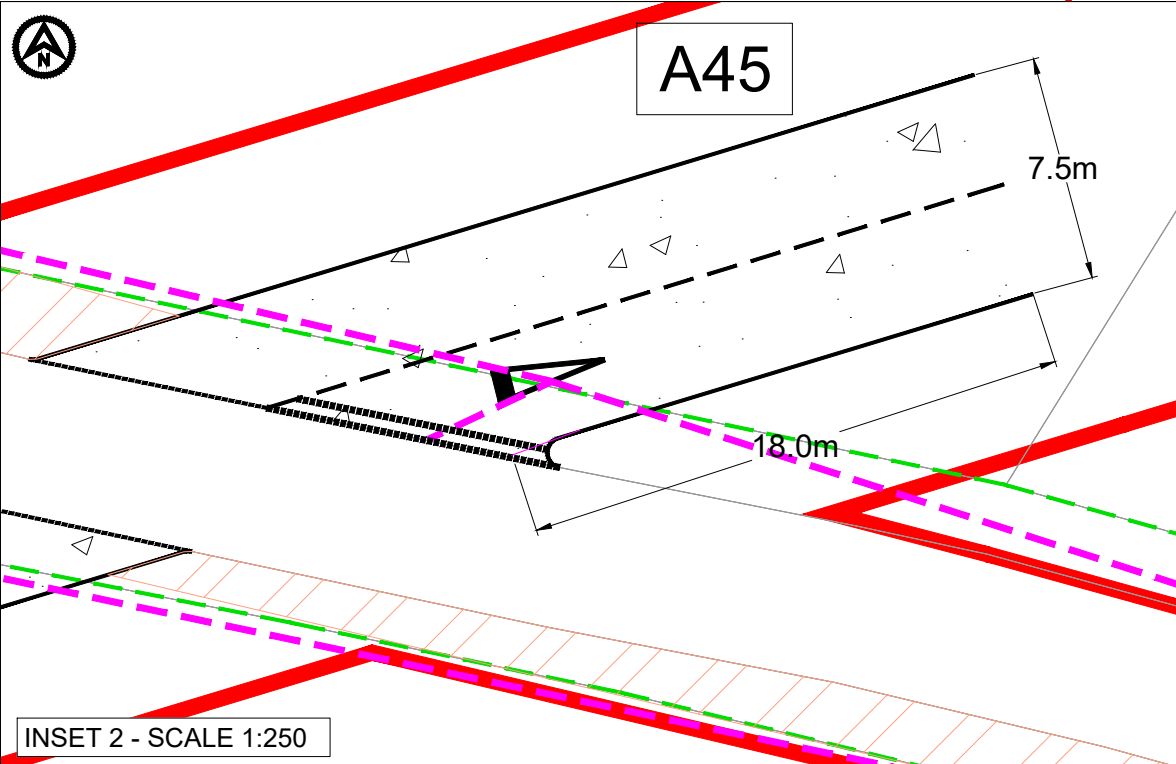
TITLE
CROSSING A44 AND A45
GENERAL ARRANGEMENT



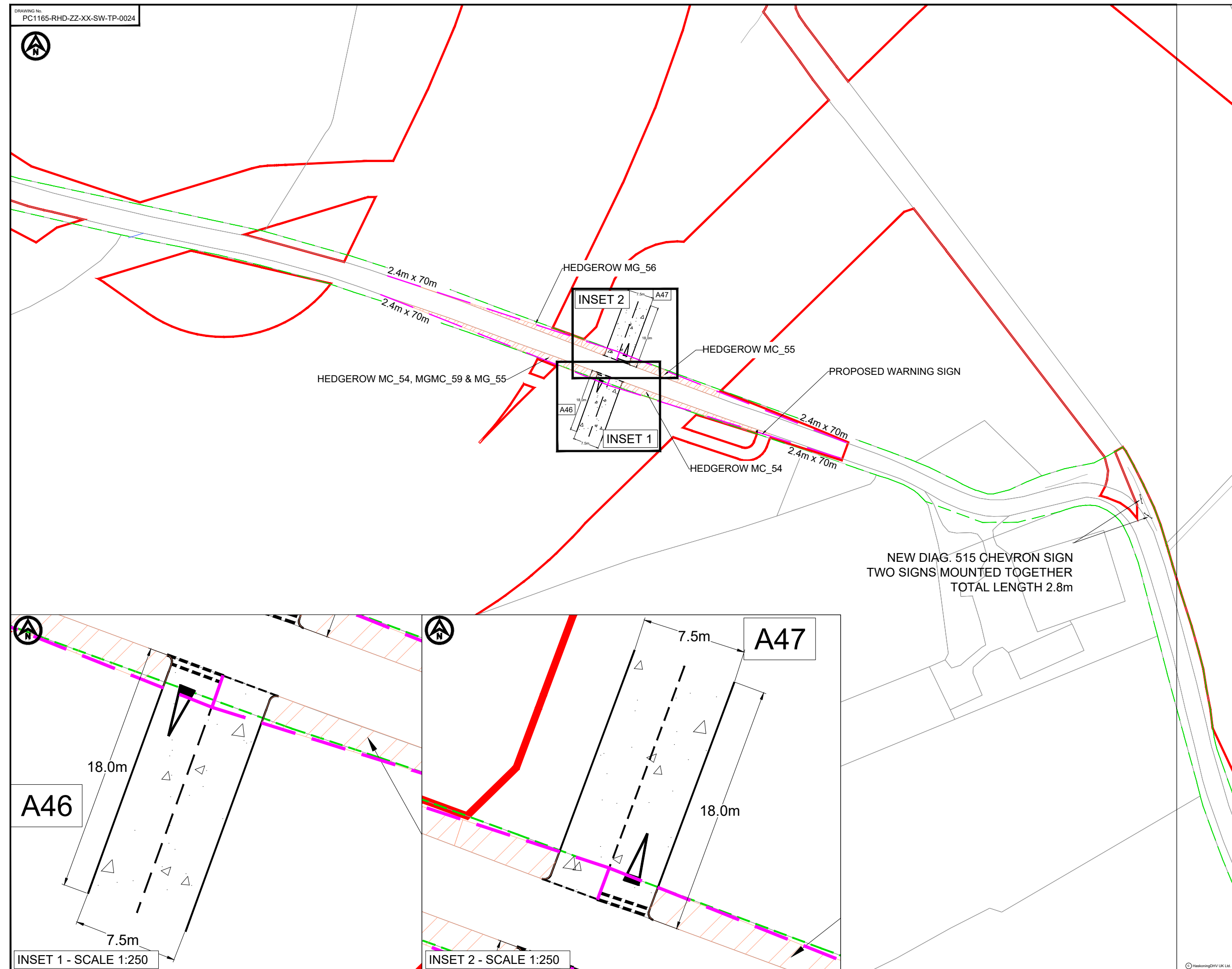
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DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0023	REVISION			
CLIENT DWG No.					P06



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.
 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)

REV	DATE	DESCRIPTION	BY	CHK	APP
P06	03.10.25	AMENDMENTS TO SIGNS	KP	SKT	SKT
P05	21.09.25	LAYOUT AMENDED AND WARNING SIGN ADDED	KP	SKT	SKT
P04	11.08.25	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

REVISIONS

CLIENT

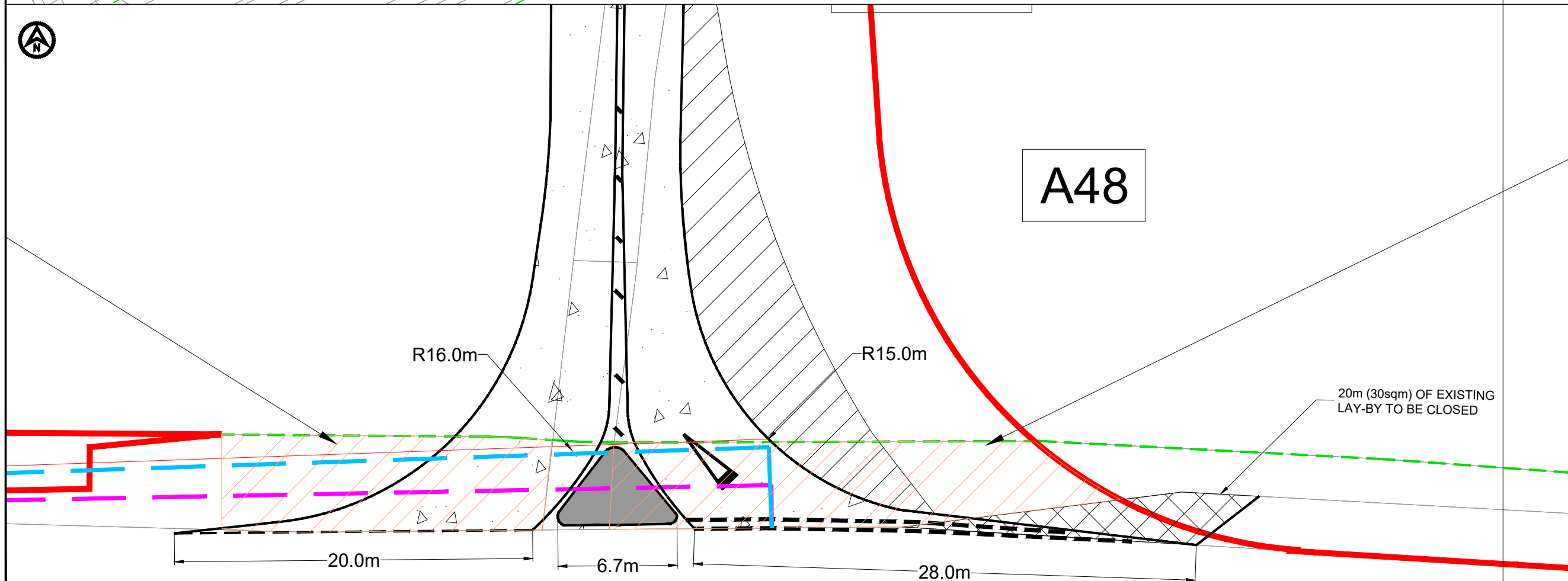
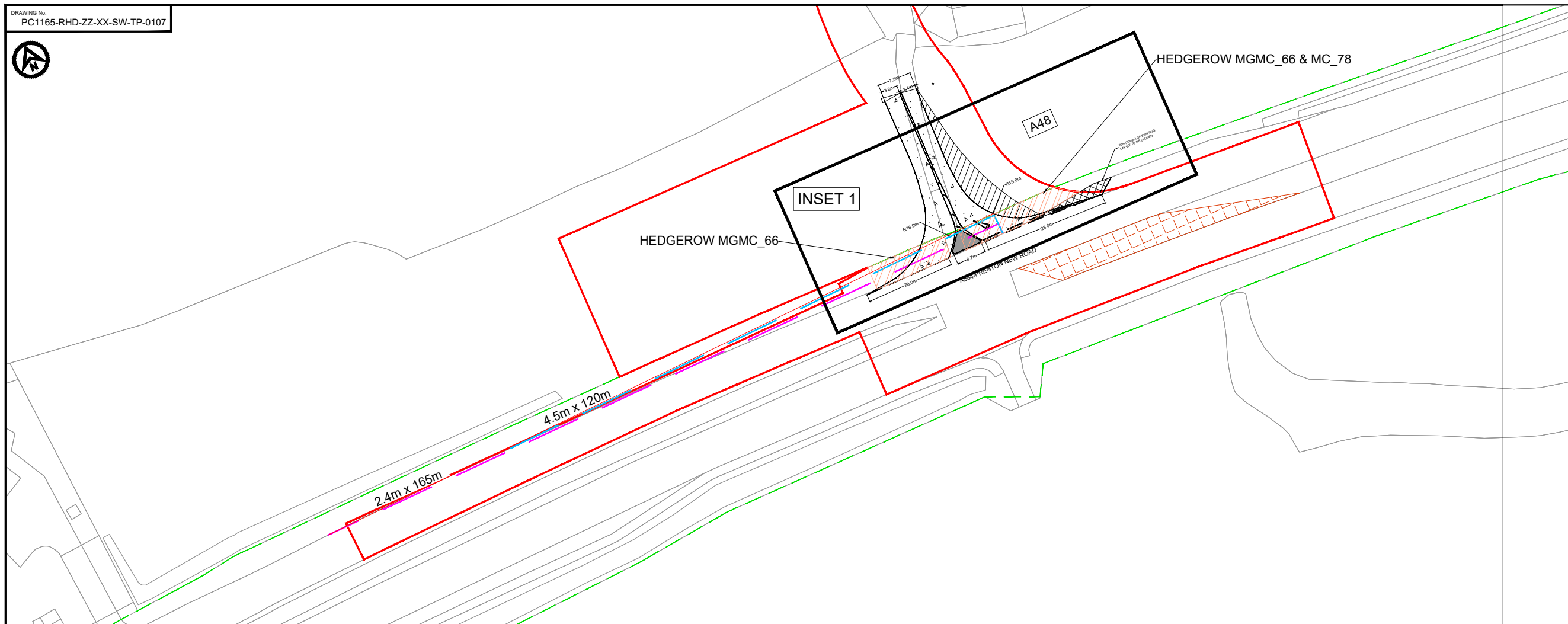
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
CROSSING A46 AND A47 GENERAL ARRANGEMENT



DRAWN	CHECKED	SKT	APPROVED	SKT
DATE	SCALE AT A3	AUTOCAD REF.	DRAWING No.	REVISION
05.05.23	1:1000		PC1165-RHD-ZZ-XX-SW-TP-0024	P06
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. 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

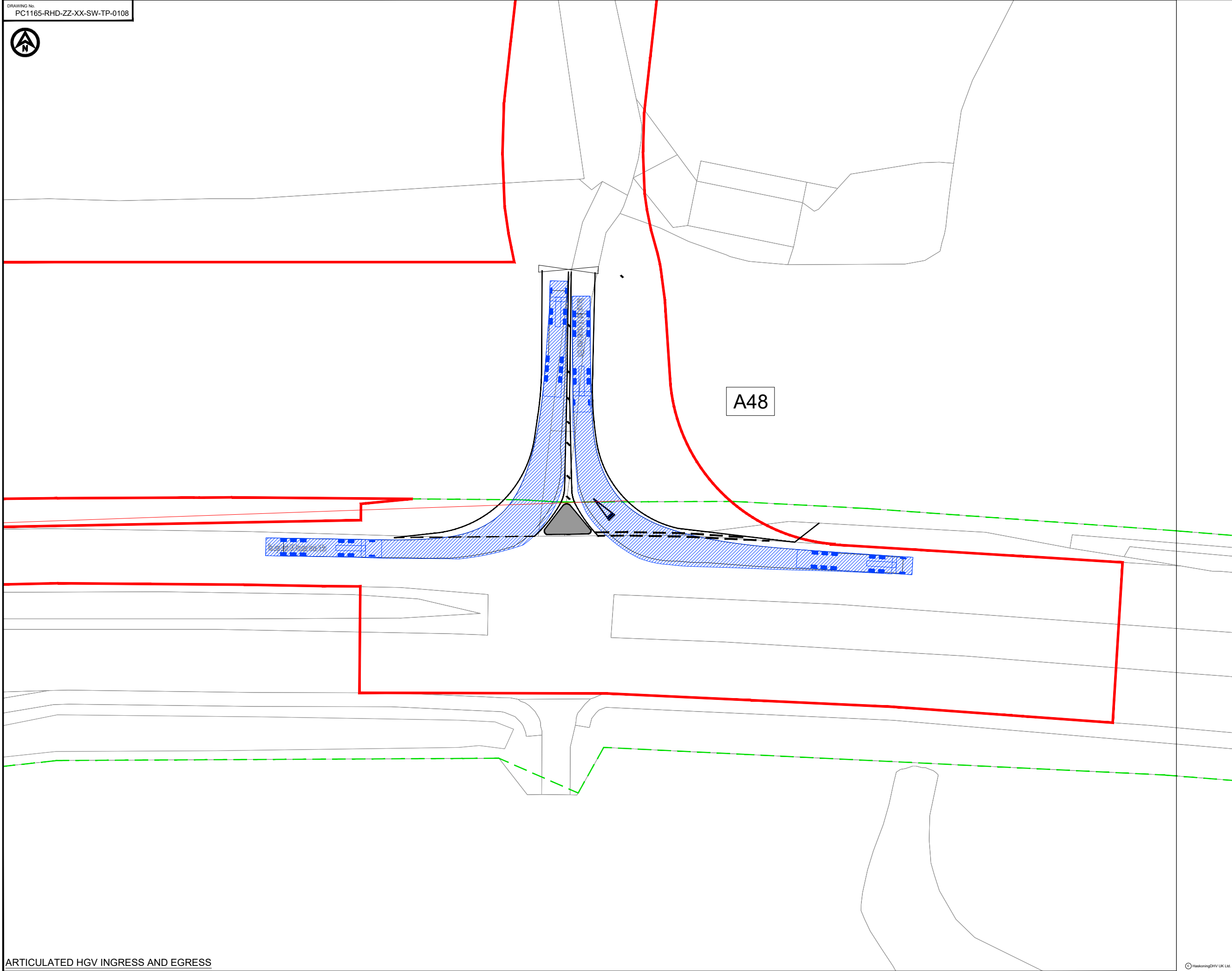
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
A48 ACCESS
GENERAL ARRANGEMENT



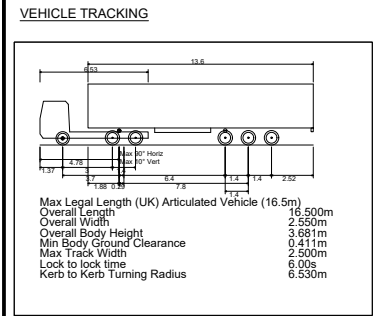
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AA	SKT	SKT
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DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0107	REVISION
CLIENT DWG No.		P05



- 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 GATE



— VEHICLE BODY SWEEP PATH (FORWARD GEAR)

— VEHICLE CHASSIS SWEEP PATH

P03	15.05.23	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

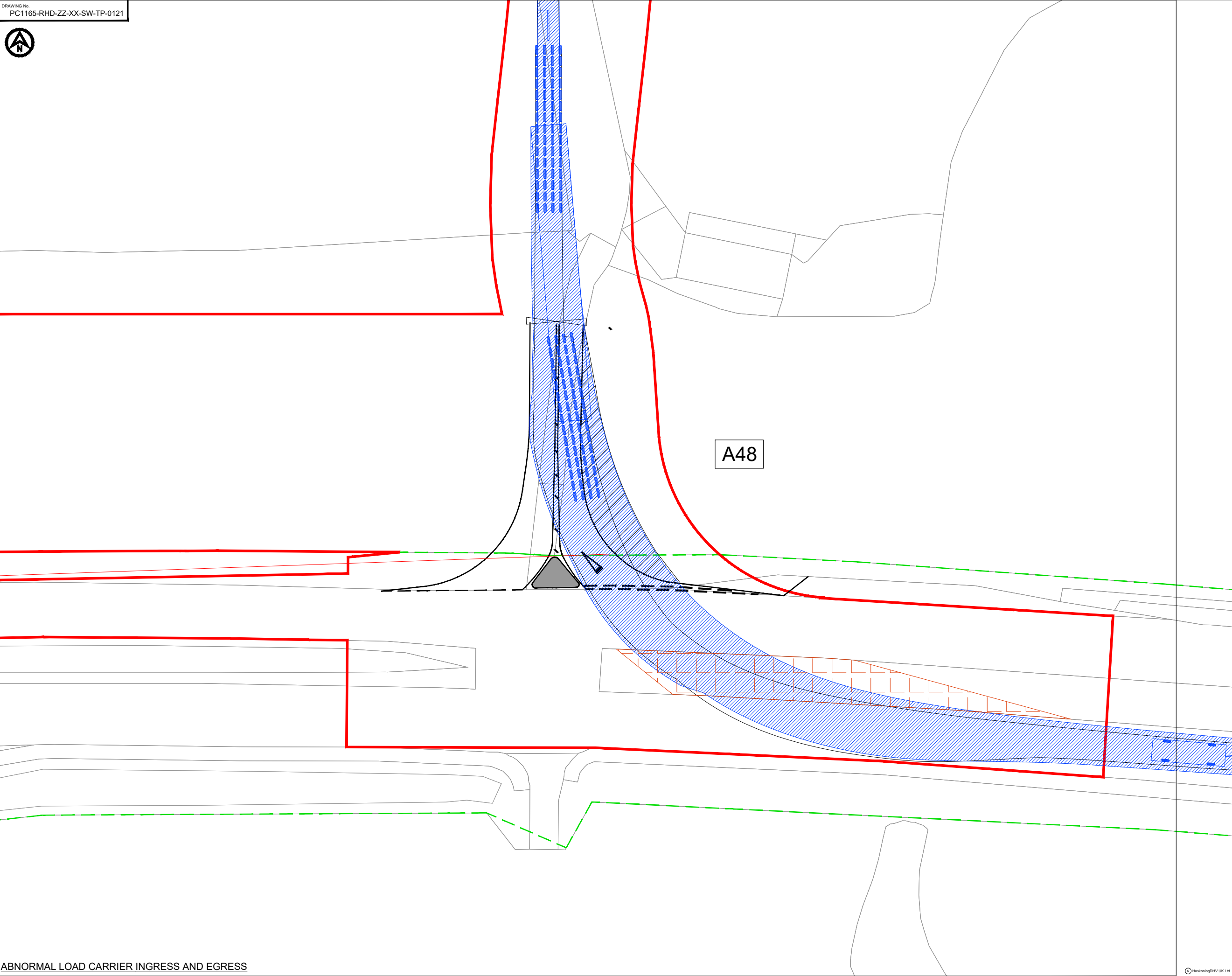
PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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



ABNORMAL LOAD CARRIER 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. 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

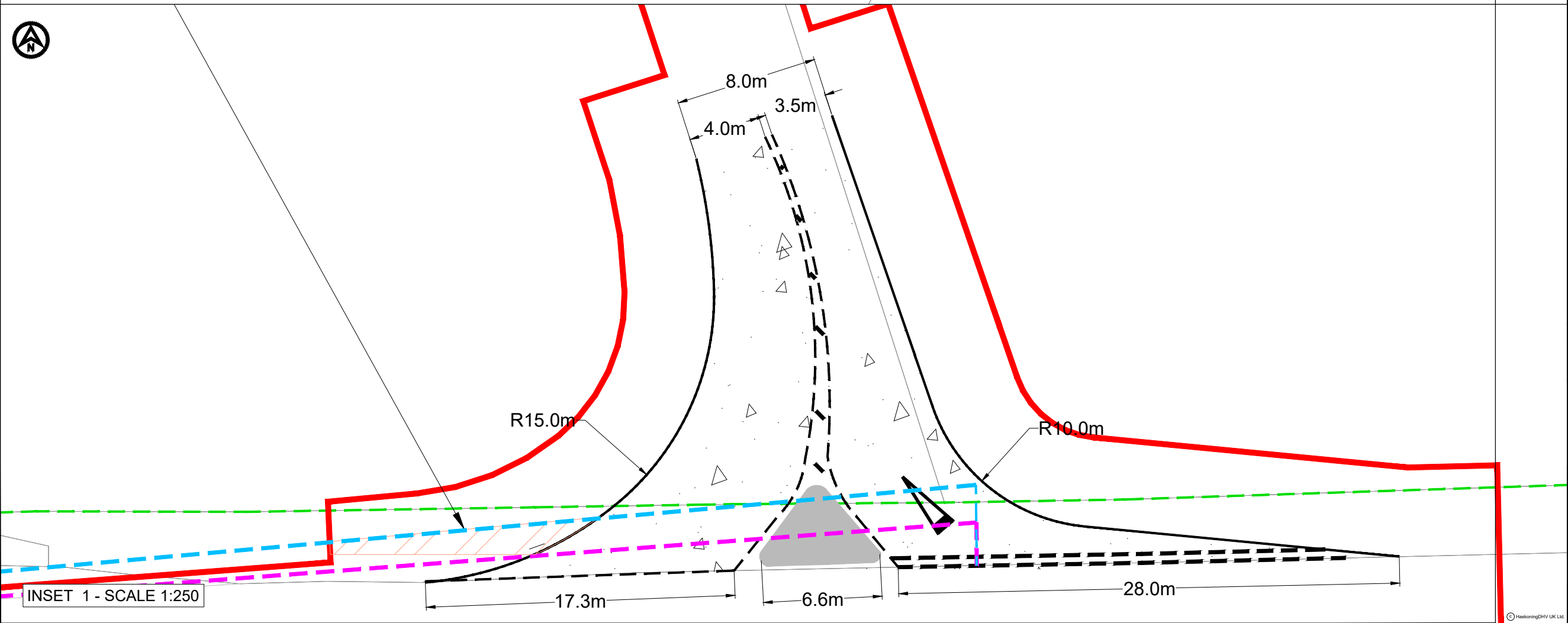
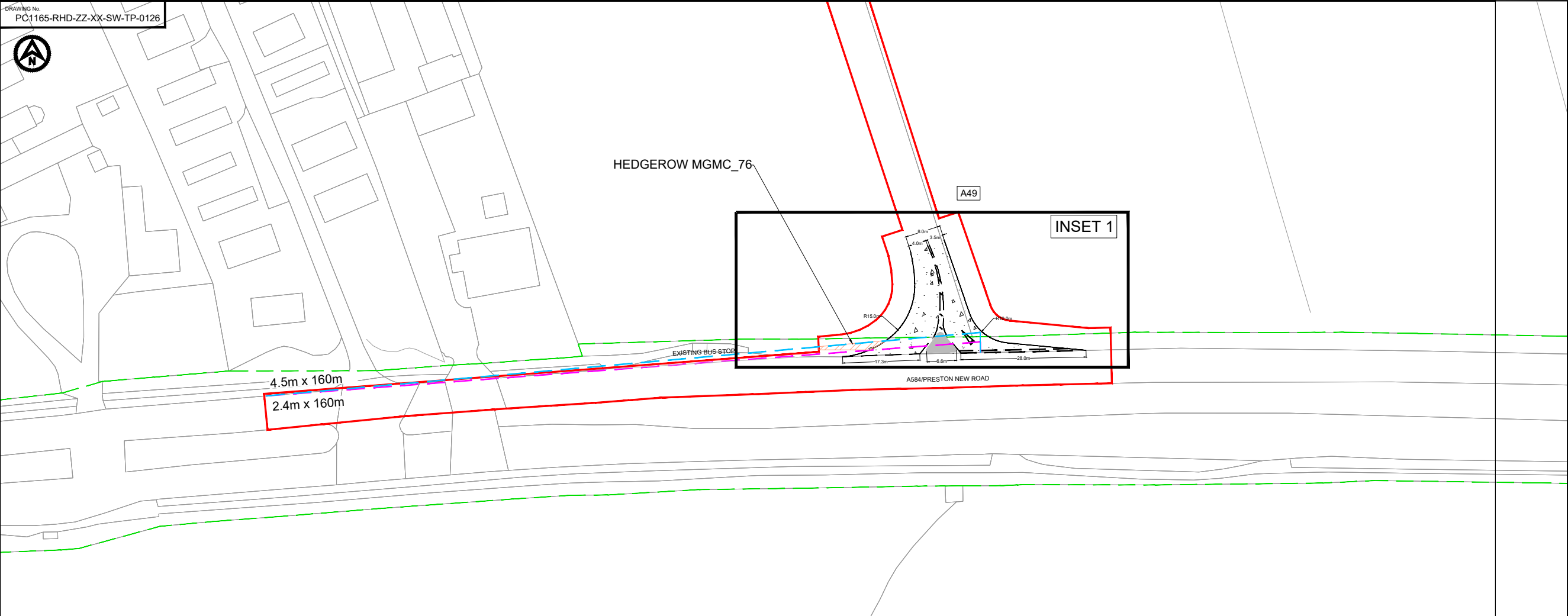
A48 ACCESS SWEEP PATH ANALYSIS - ABNORMAL LOAD CARRIER

Westpoint, Peterborough Business Park,
Peterborough PE2 6FZ
Tel +44(0)1932 595959

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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		

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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

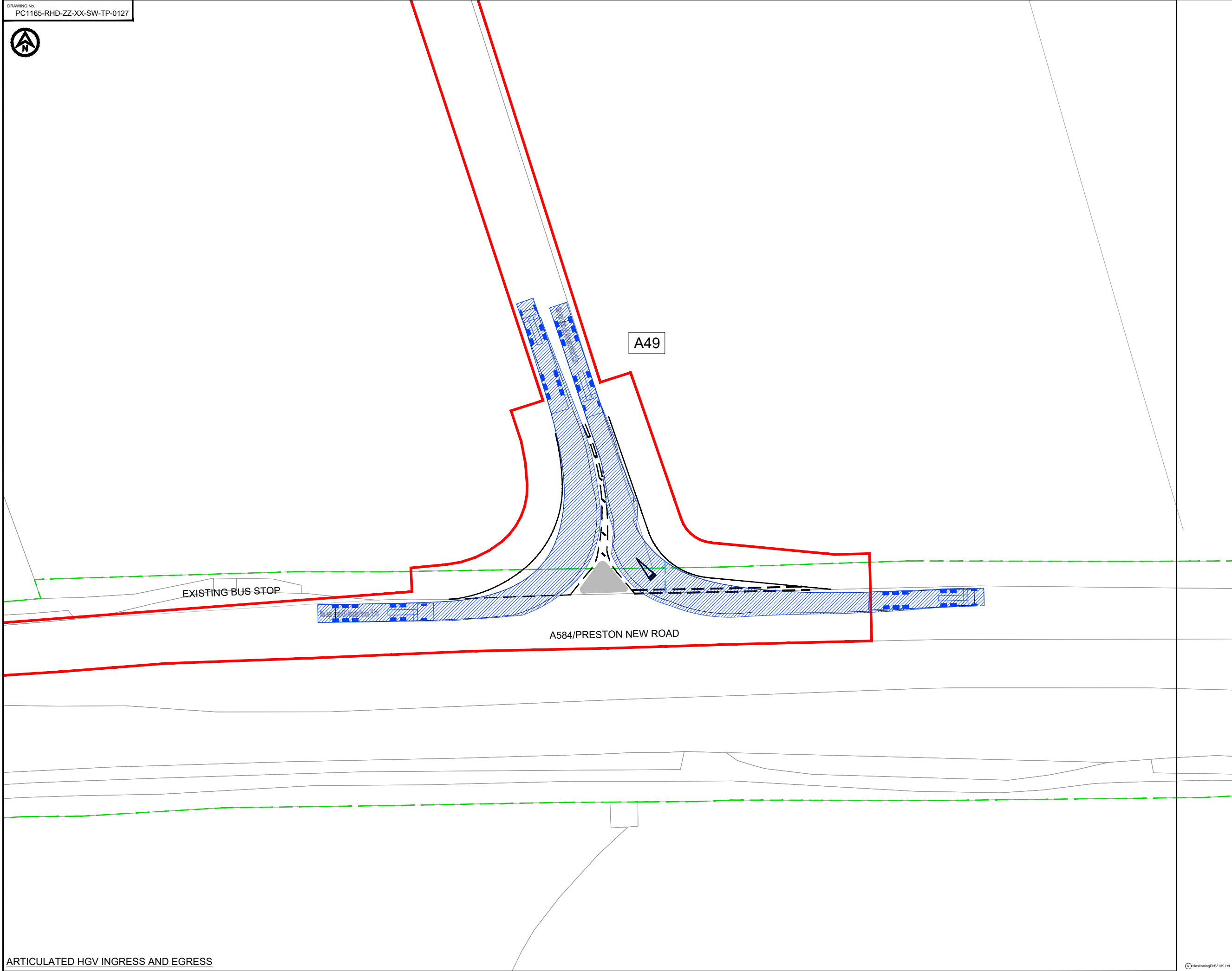
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A49
GENERAL ARRANGEMENT

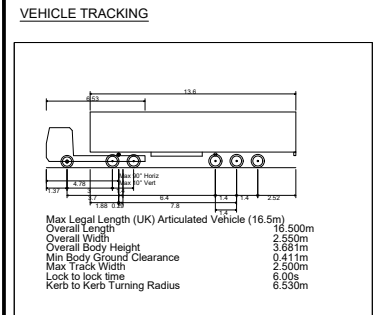


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DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0126	REVISION
CLIENT DWG No.		P03



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

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

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

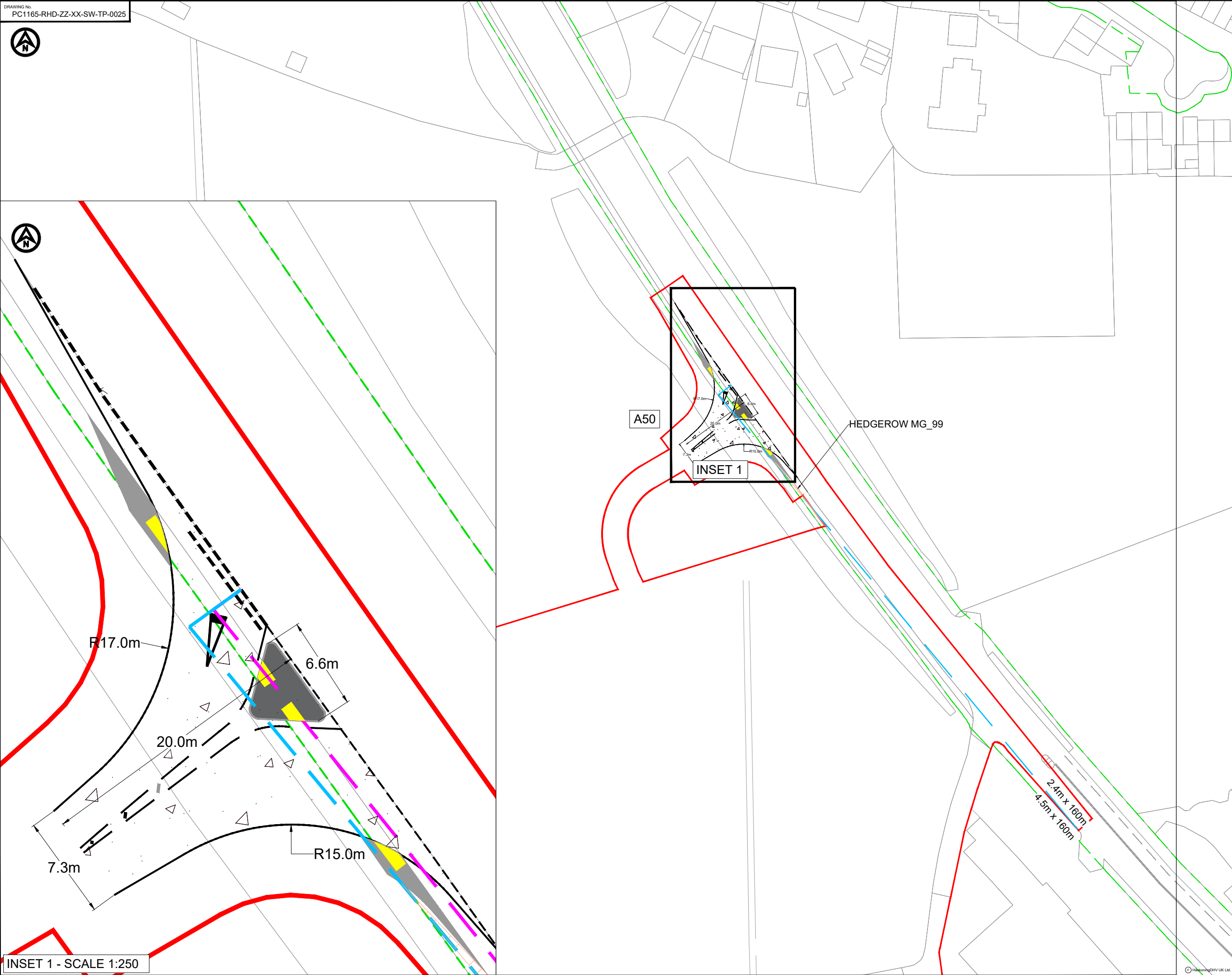
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A49
SWEPT PATH ANALYSIS



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



INSET 1 - SCALE 1:250

A50

HEDGEROW MG_99

INSET 1

- 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

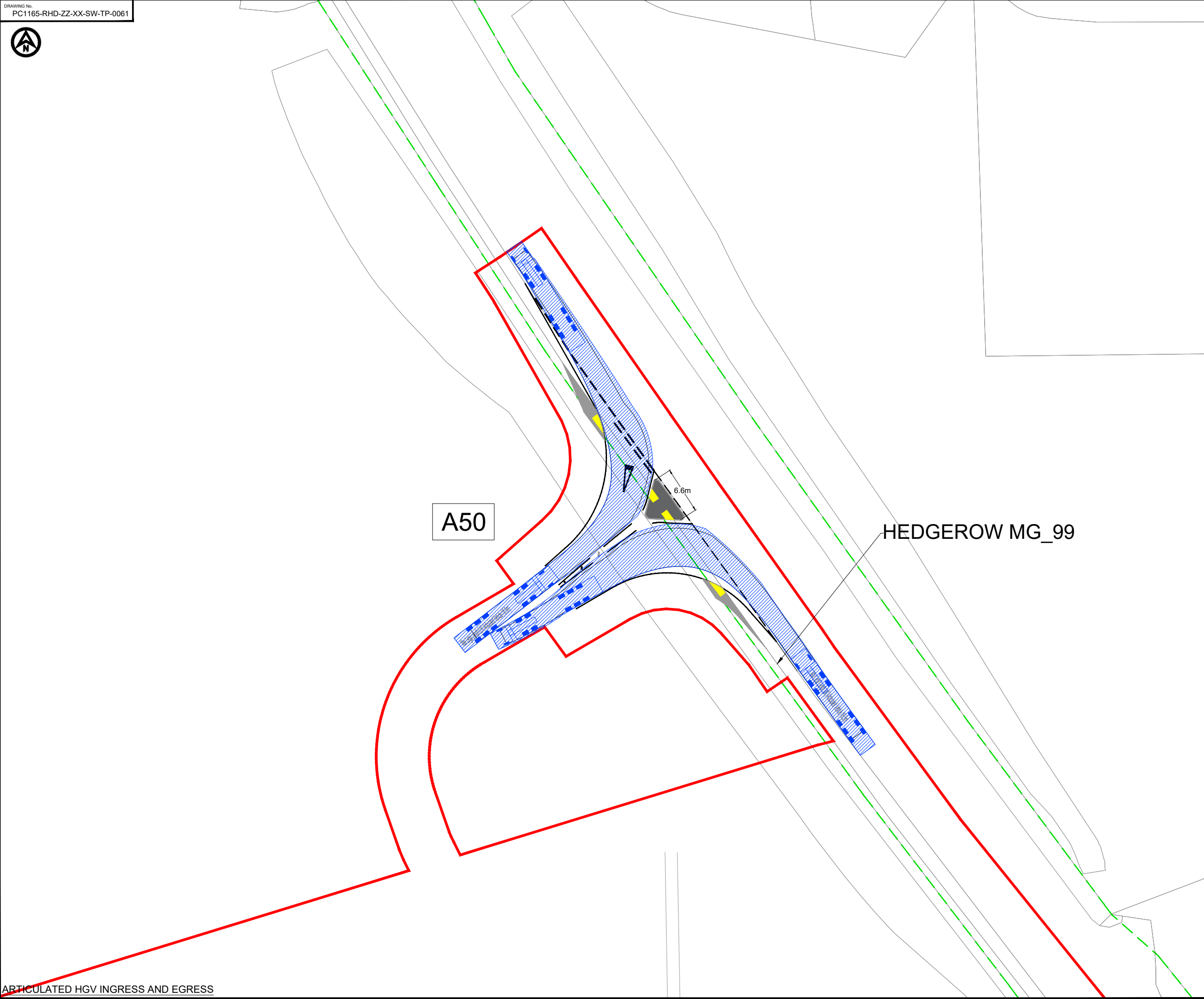
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A50
GENERAL ARRANGEMENT



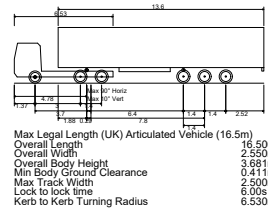
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DATE	05.05.23	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0025	REVISION			
CLIENT DWG No.					P03



- 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 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

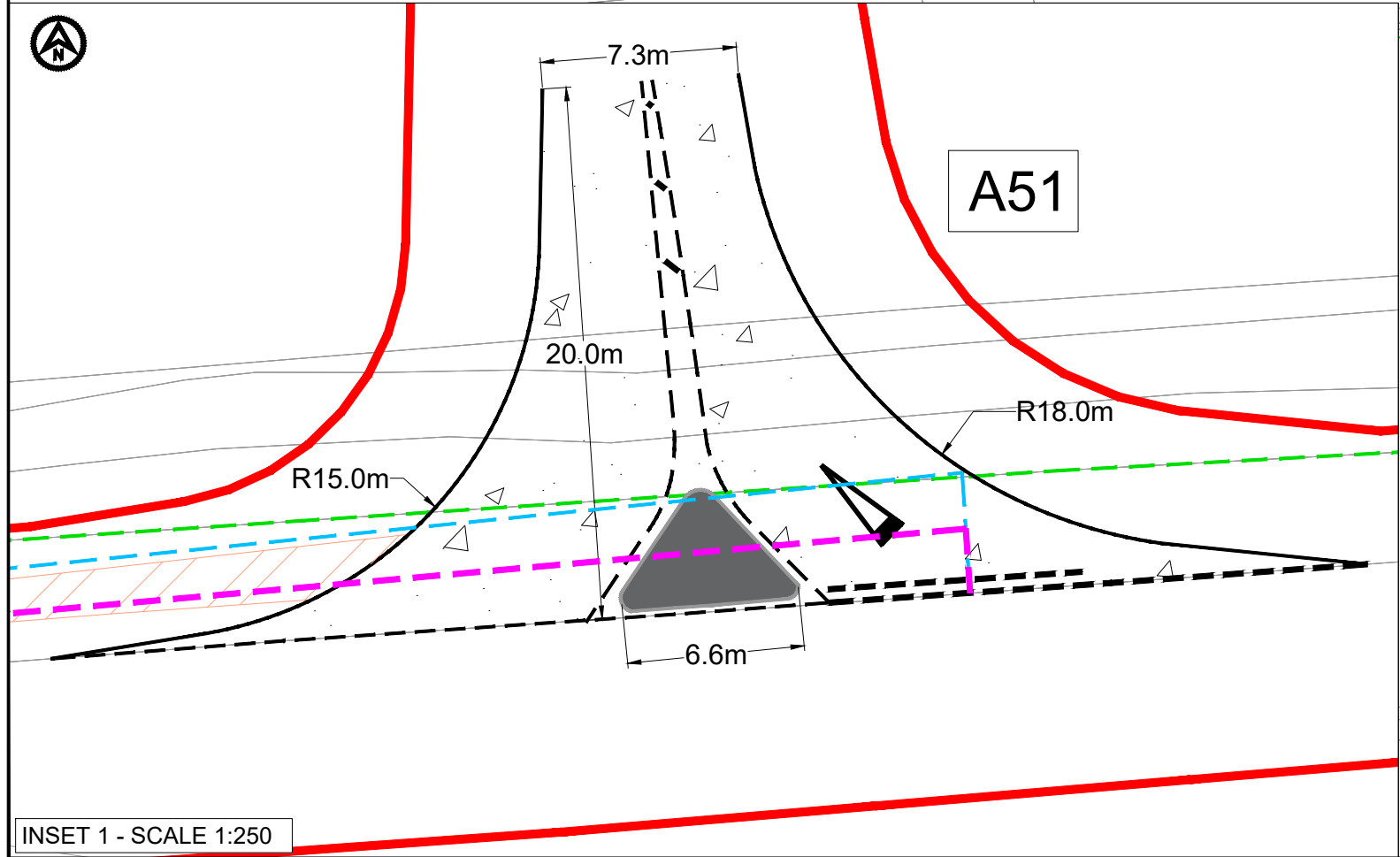
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A50 SWEEP PATH ANALYSIS



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-0061	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.
 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)

REV	DATE	DESCRIPTION	BY	CHK	APP
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

REVISIONS

CLIENT

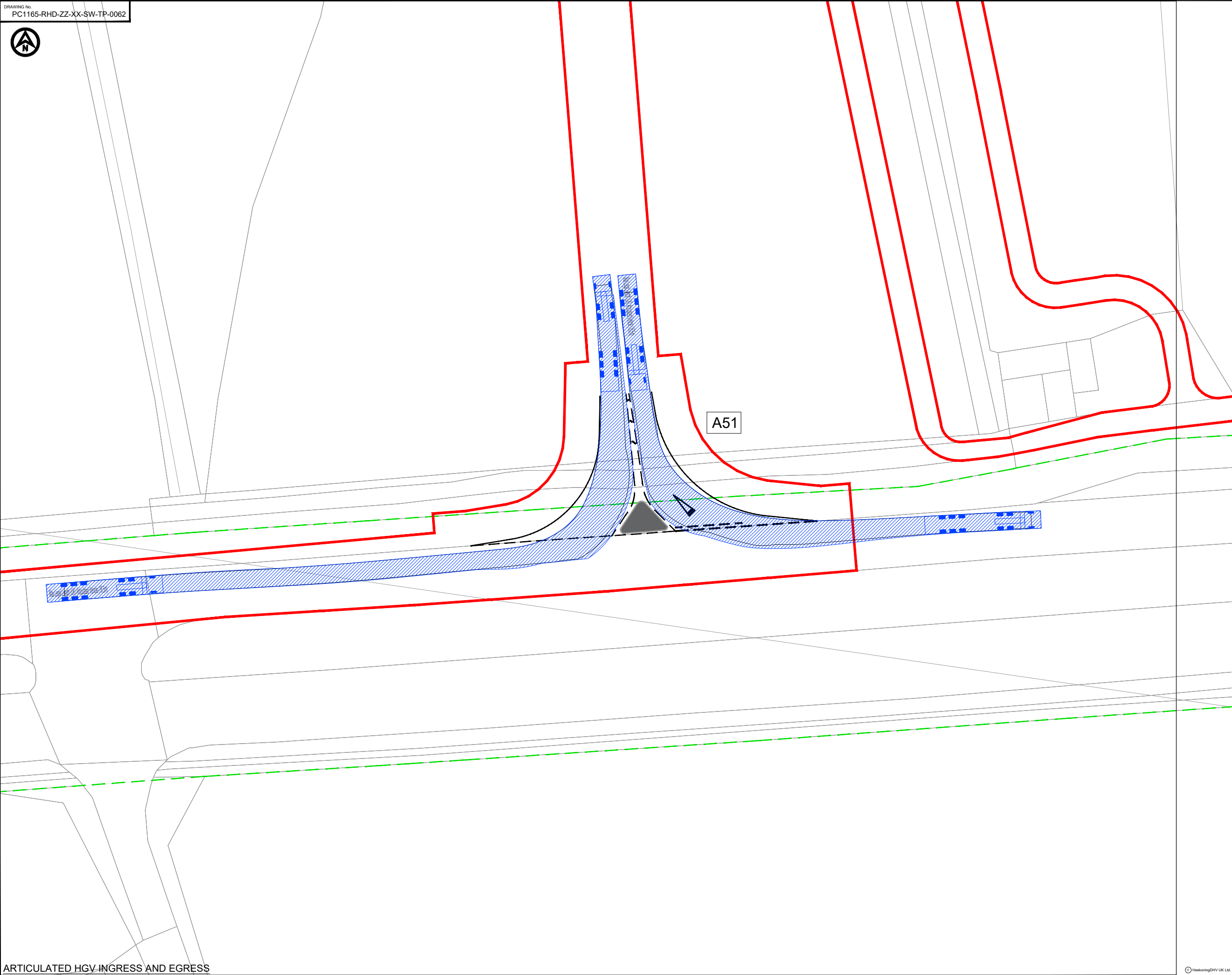
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A51
GENERAL ARRANGEMENT



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

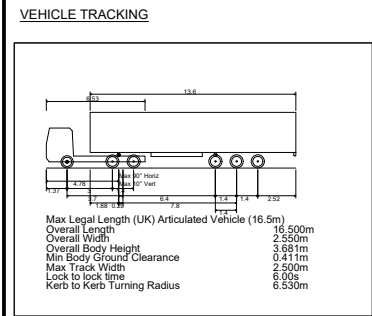


ARTICULATED HGV INGRESS AND EGRESS

- 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.
 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 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

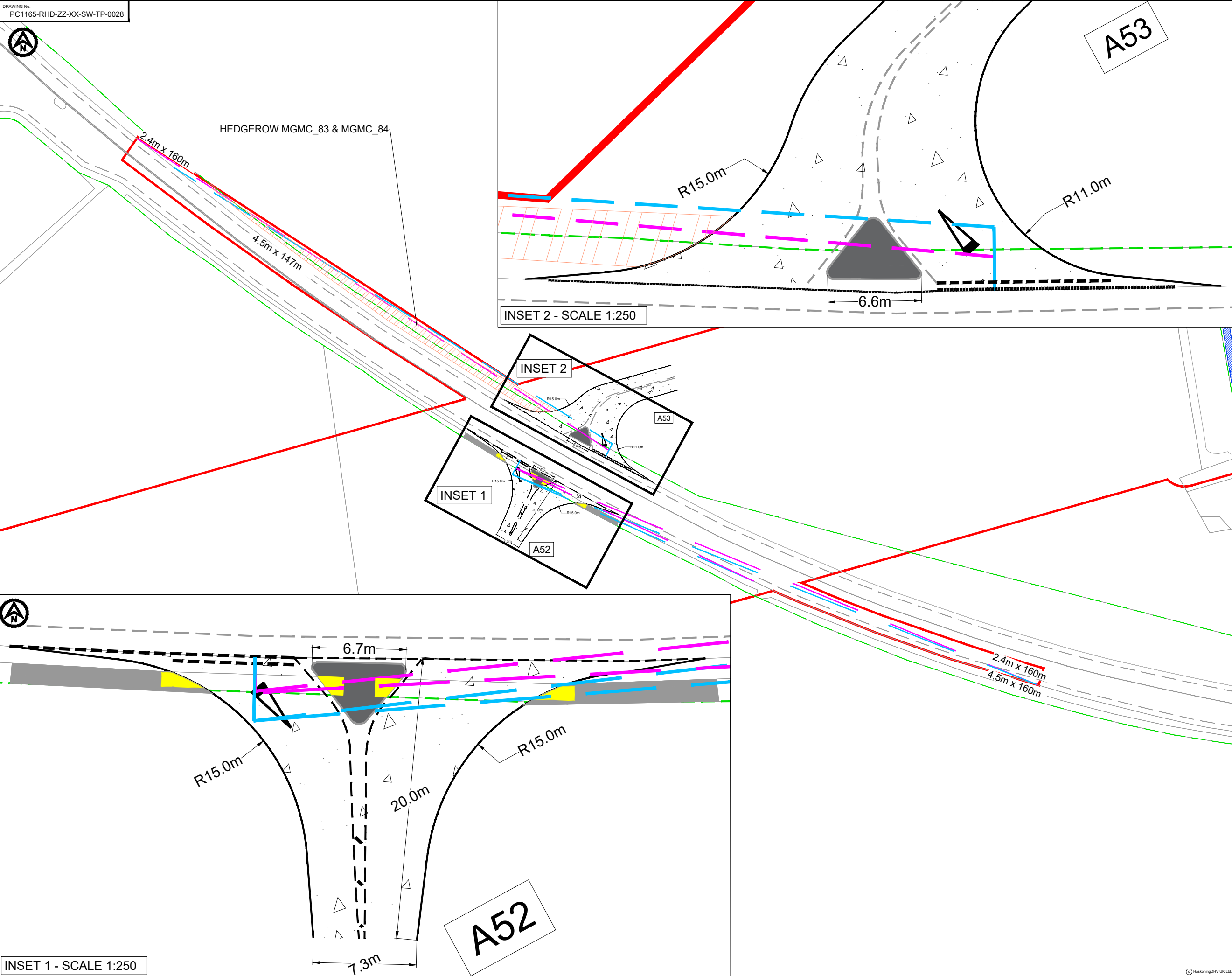
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
ACCESS A51
SWEEP 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



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.
 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)

P04	10.09.25	VISIBILITY AMENDED	KP	SKT	SKT
P03	11.05.24	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 A52 AND A53
GENERAL ARRANGEMENT

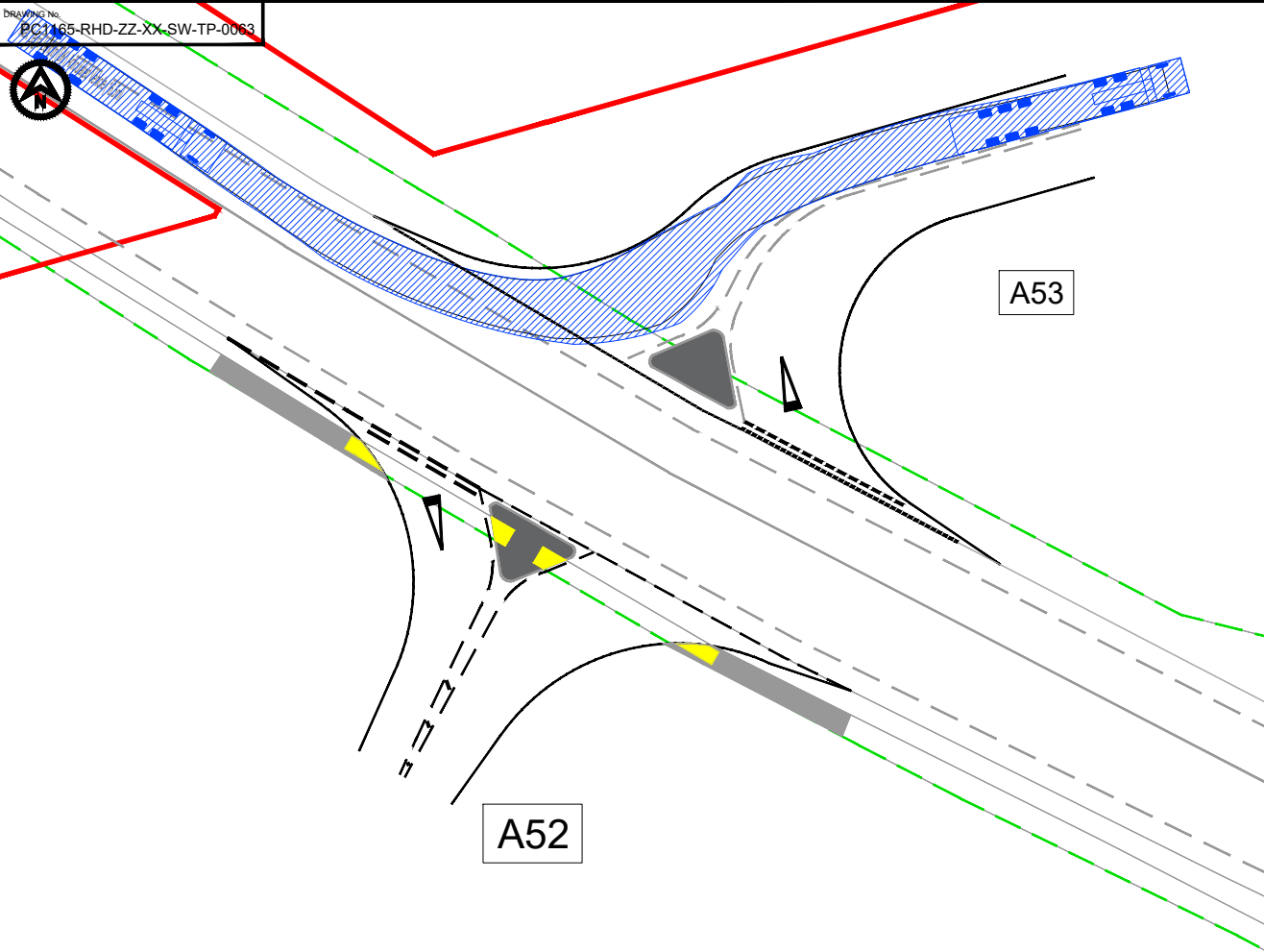
Logo

Royal HaskoningDHV
Enhancing Society Together

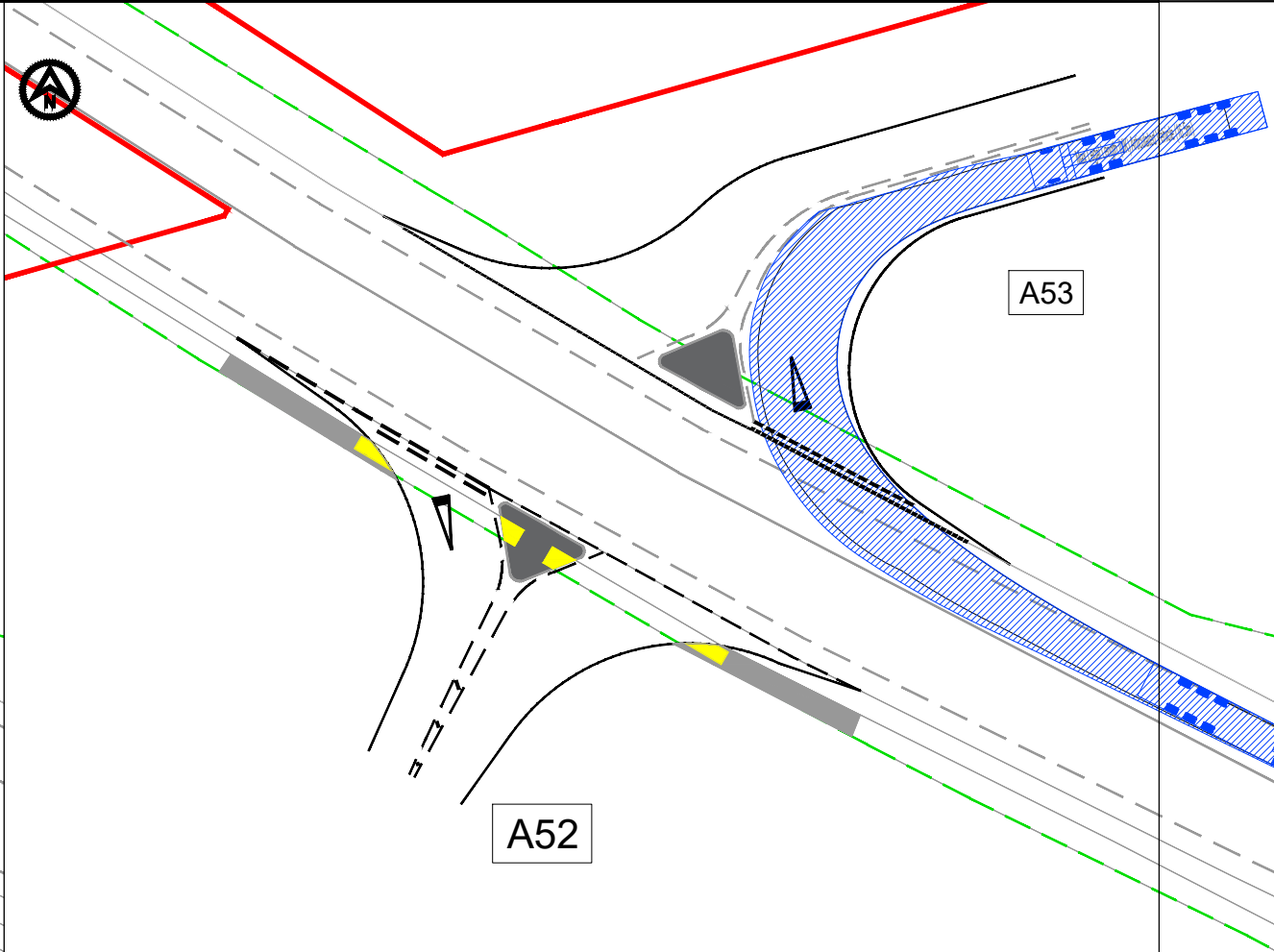
Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel: +44(0)1932 550955

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.		P04

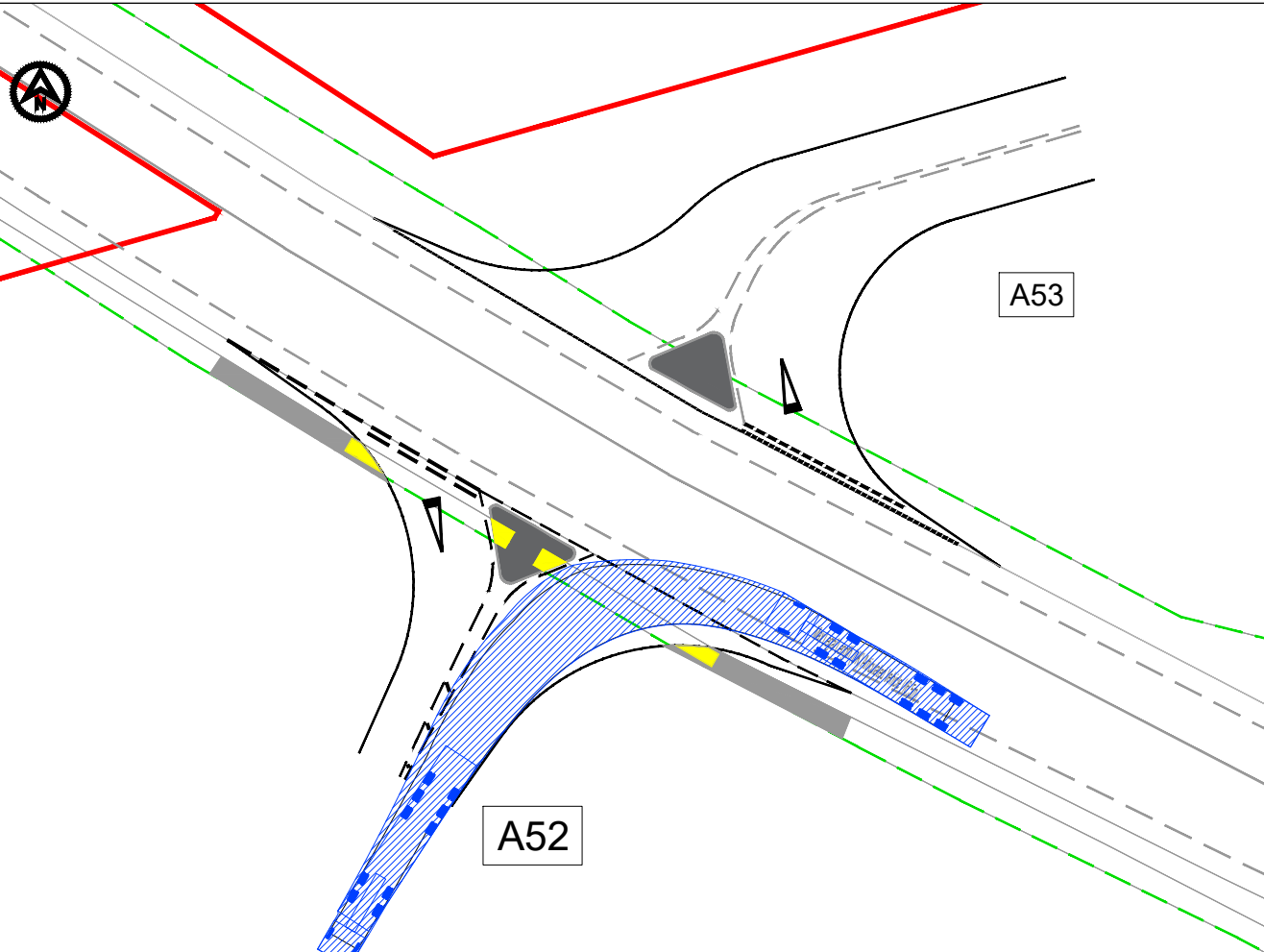
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0063



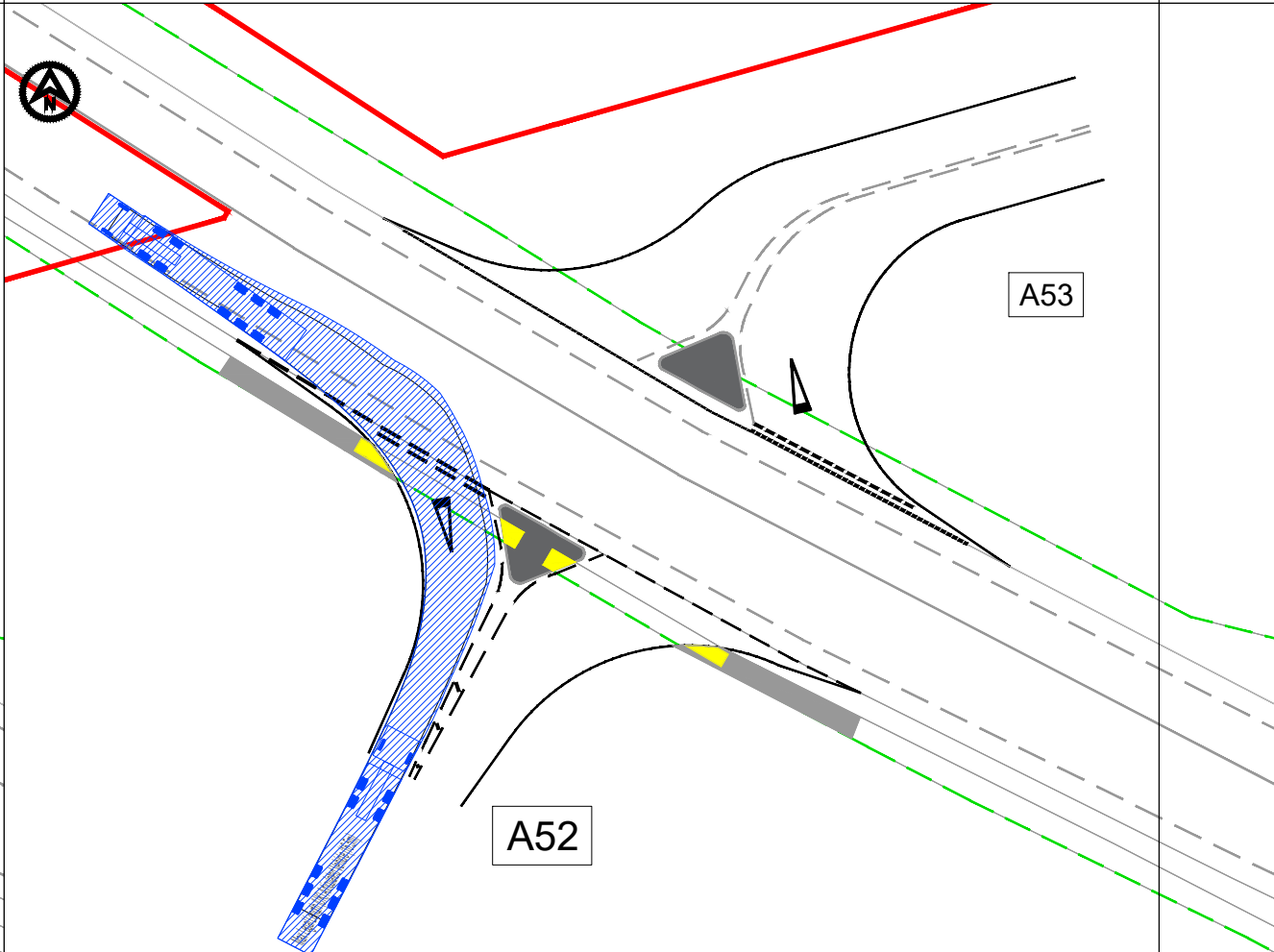
ARTICULATED HGV INGRESS A53



ARTICULATED HGV EGRESS A53



ARTICULATED HGV INGRESS A52



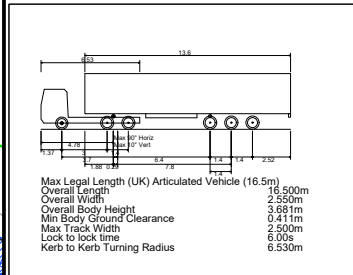
ARTICULATED HGV EGRESS A52

- 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

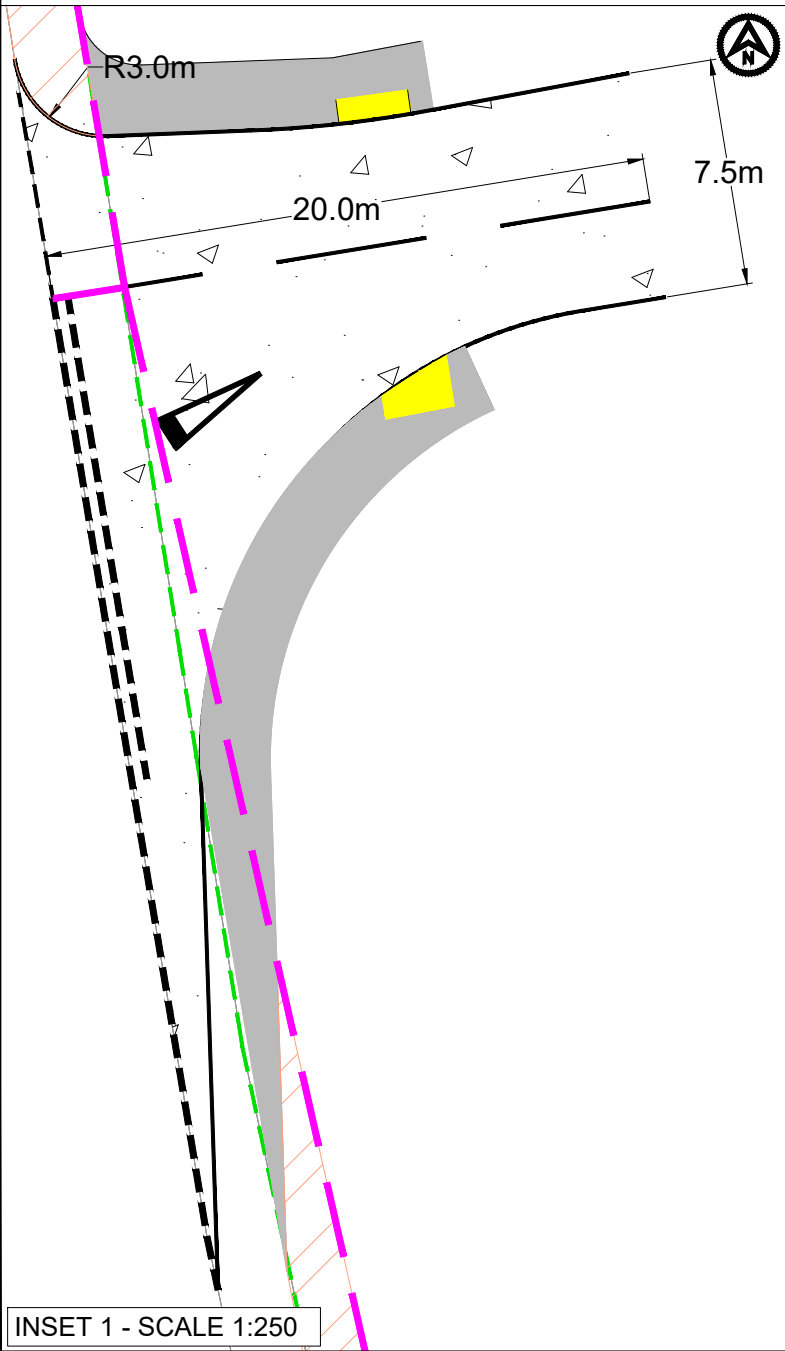
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

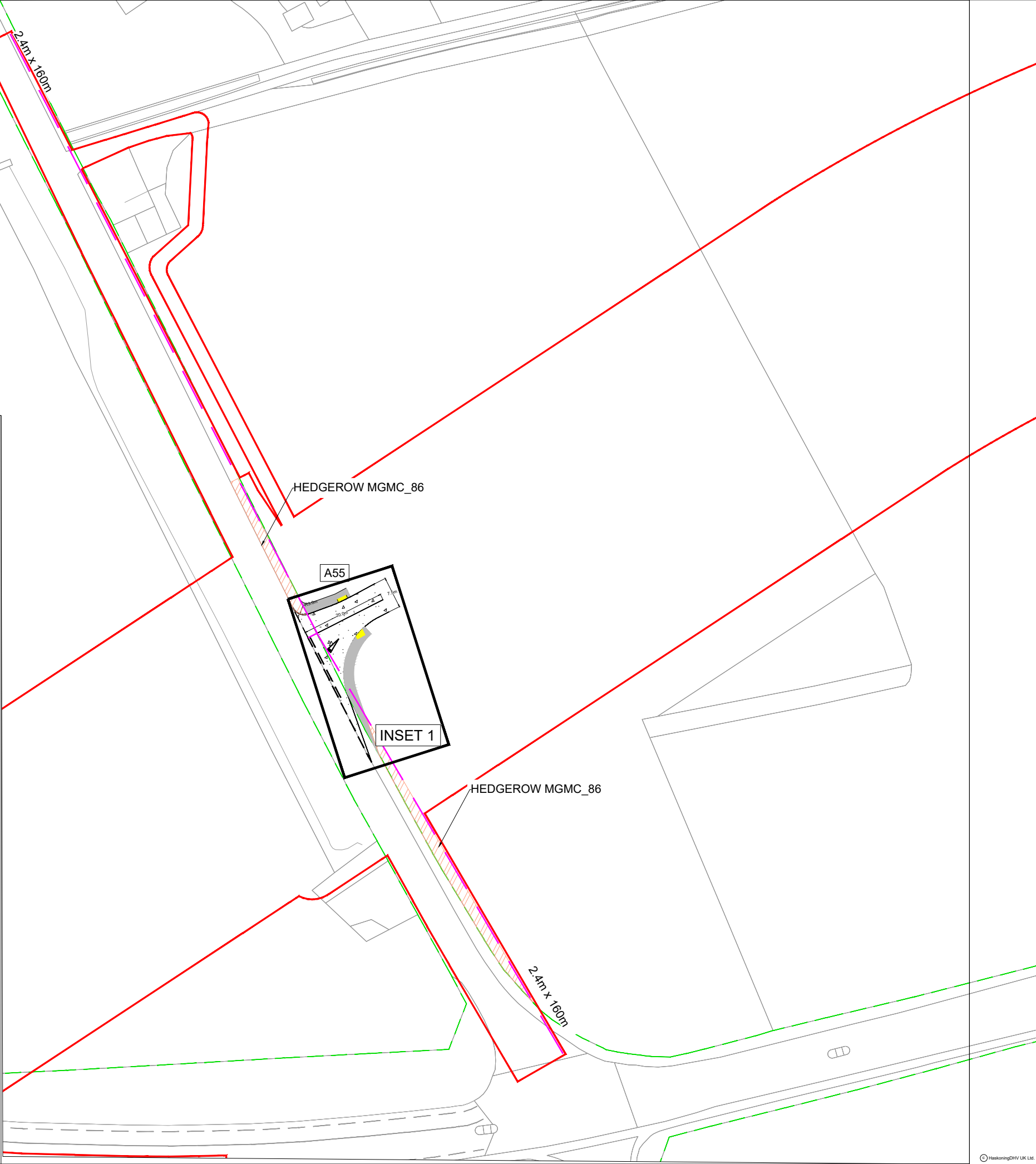
ACCESS A52 AND A53 SWEEP PATH ANALYSIS



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.
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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. 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

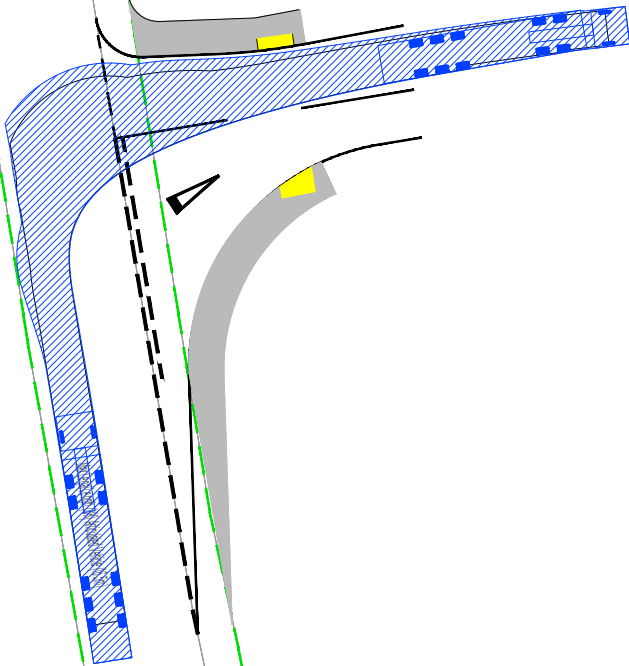
TITLE
ACCESS A55
GENERAL ARRANGEMENT



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



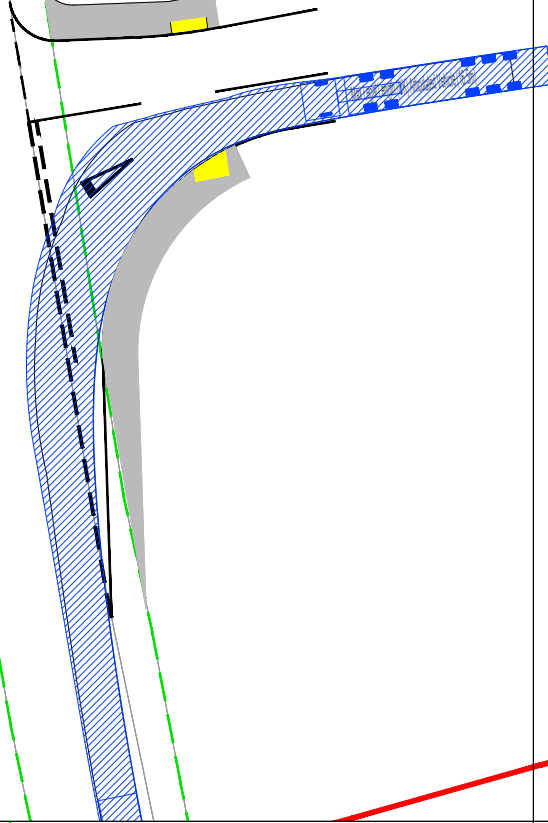
A55



ARTICULATED HGV INGRESS (SOUTH)



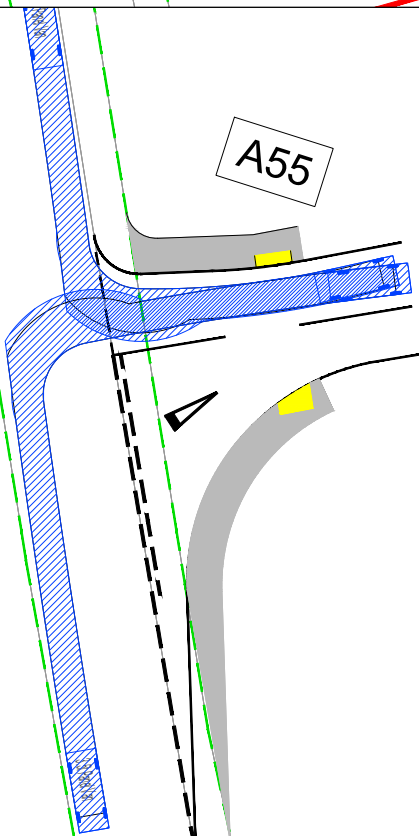
A55



ARTICULATED HGV EGRESS (SOUTH)



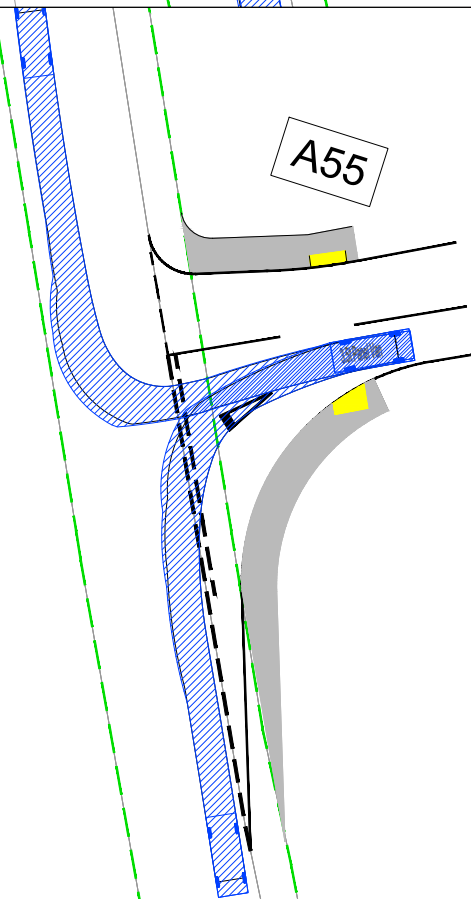
A55



LIGHT VEHICLE INGRESS



A55



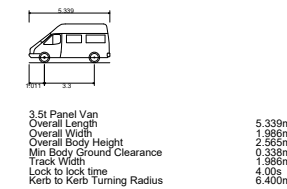
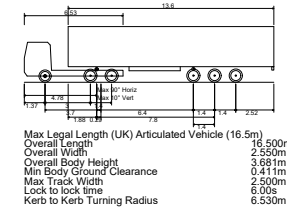
LIGHT VEHICLE EGRESS

- 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

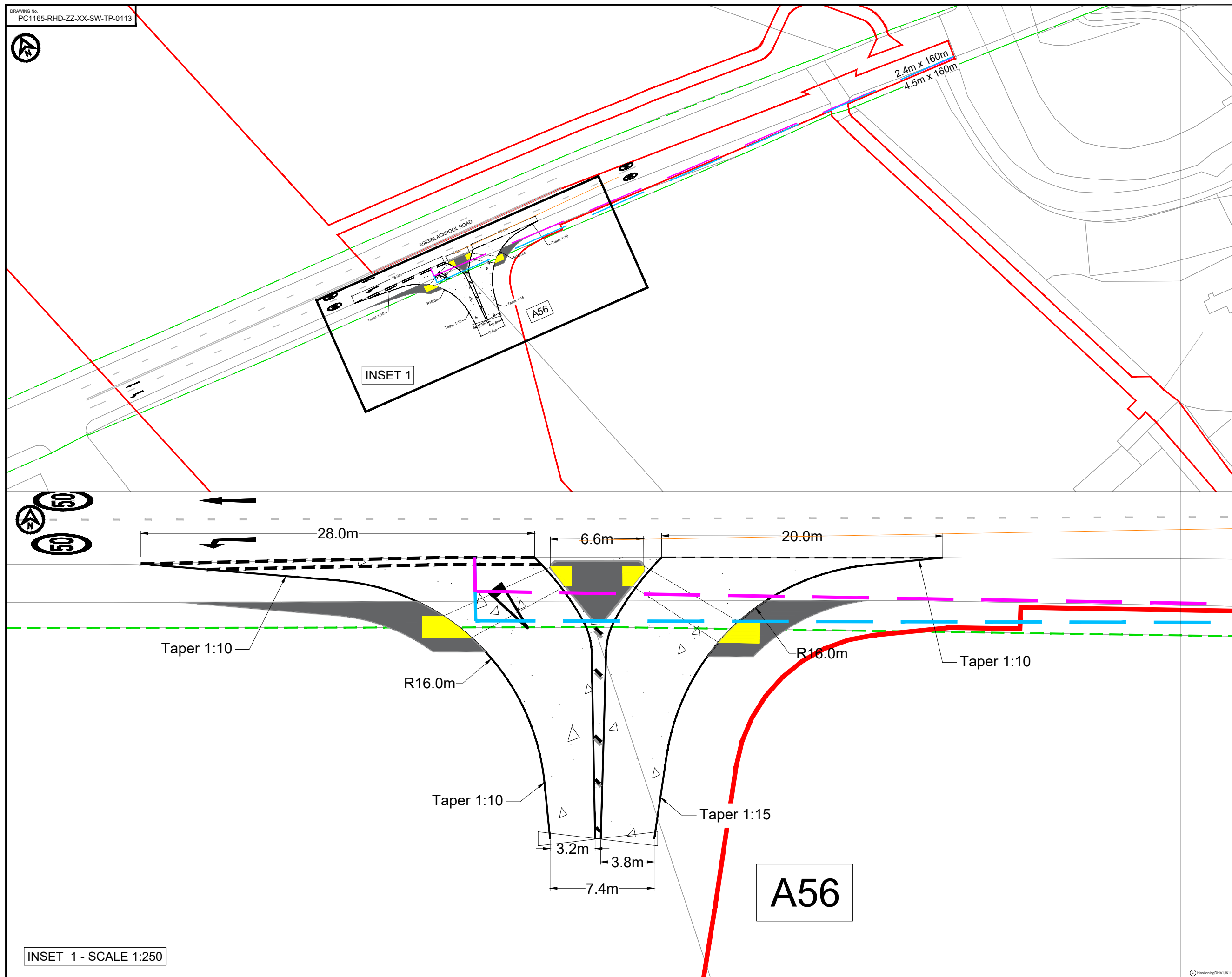
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

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

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0113



INSET 1

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 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

P04	23.08.23	ROAD MARKINGS AMENDED	KP	SKT	SKT
P03	15.05.23	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 13.6m

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



A58

3.9m
3.9m

R18.0m

R4.0m

WALLEND ROAD

2.4m x 43m

2.4m x 43m

- 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.

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

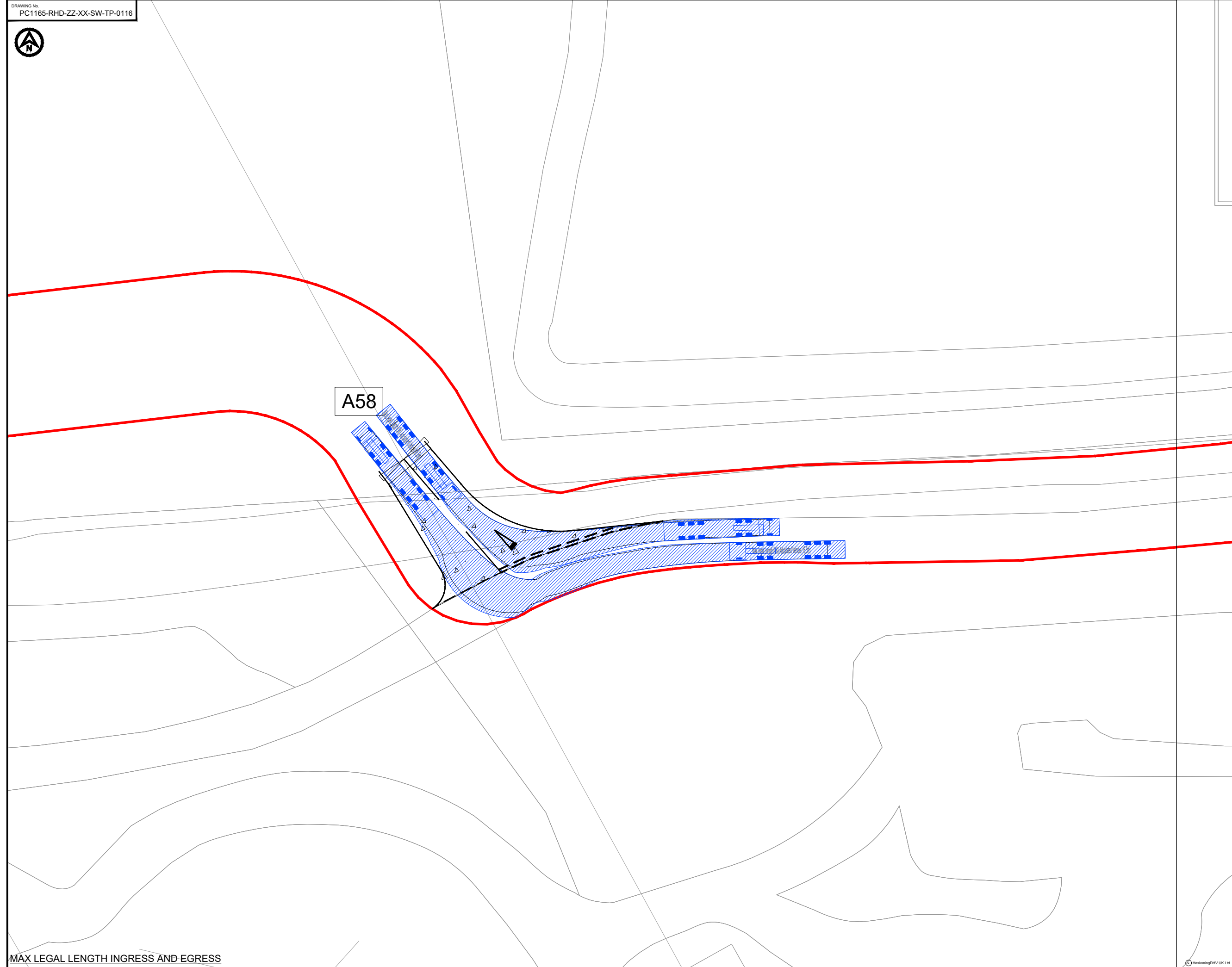
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

A58 ACCESS
GENERAL ARRANGEMENT



DRAWN	AA	CHECKED	SKT	APPROVED	SKT
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
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

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 595959

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

MAX LEGAL LENGTH INGRESS AND EGRESS



PROPOSED WARNING SIGN (WEST)



PROPOSED WARNING SIGN (EAST)

A59

2.4m x 43m

HOWICK CROSS LANE

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. 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	23.08.25	WARNING SIGNS ADDED	KP	SKT	SK
P03	15.05.25	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

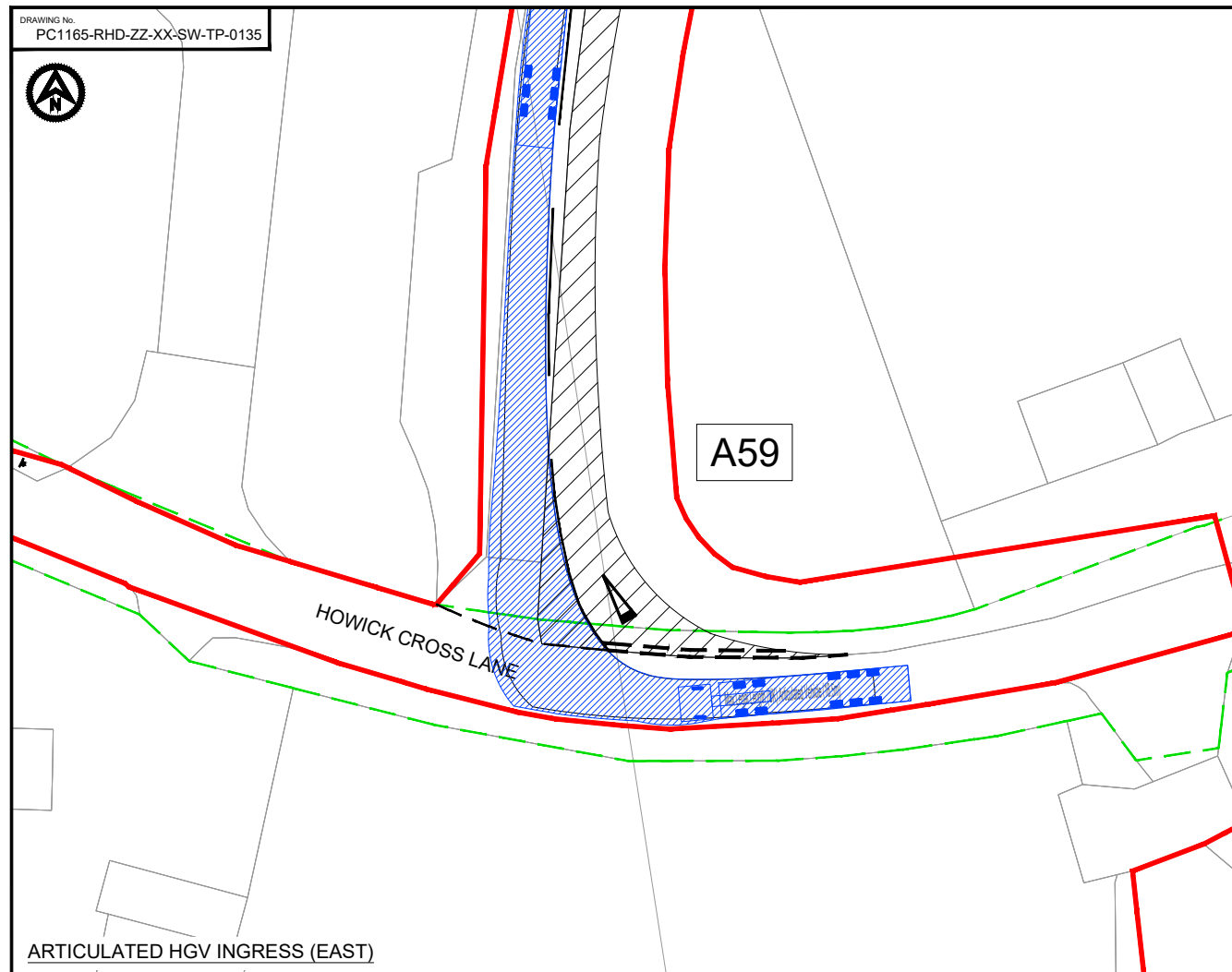
MORECAMBE OFFSHORE WIND
FARM LTD AND MORGAN
OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

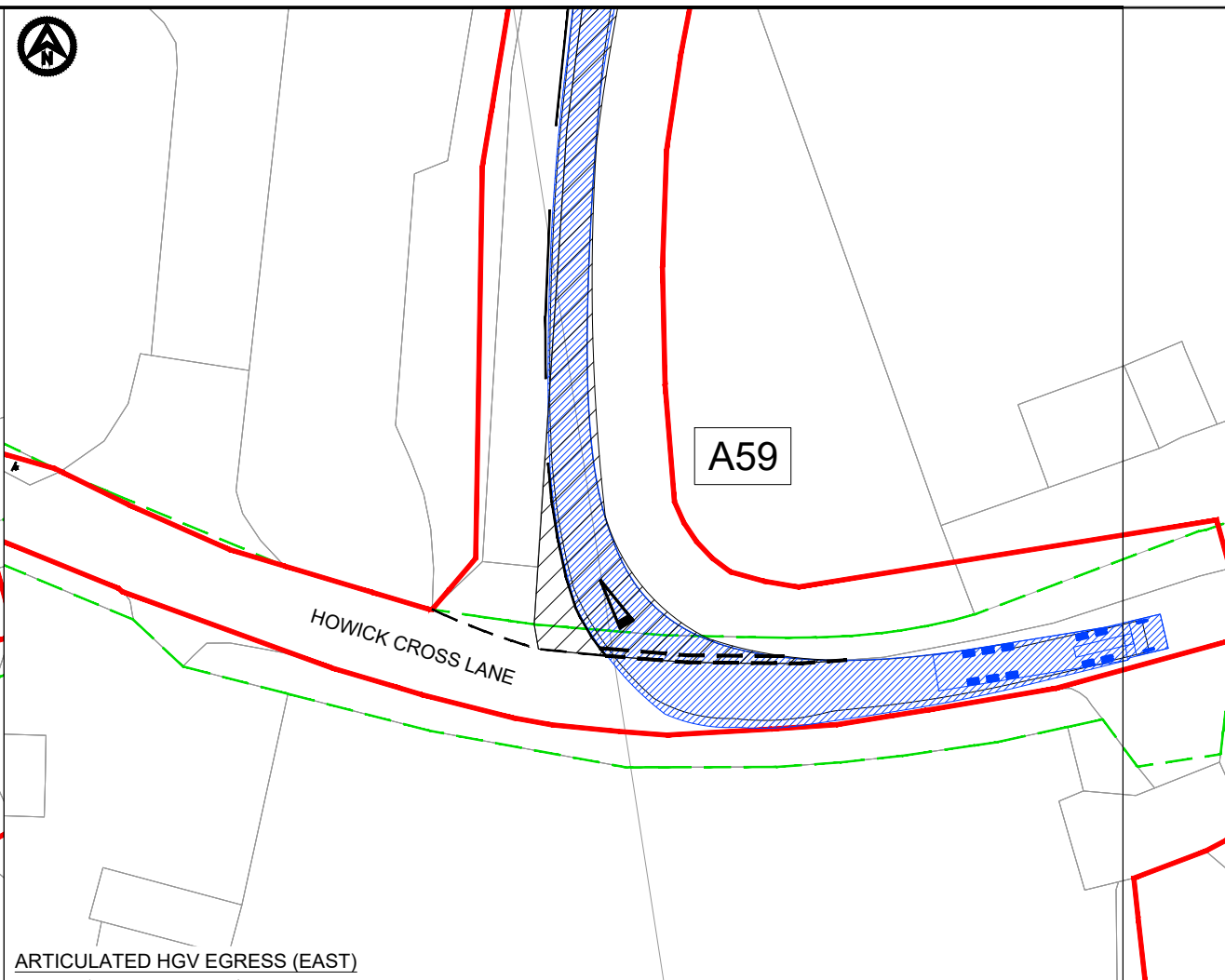
TITLE
ACCESS A59
GENERAL ARRANGEMENT



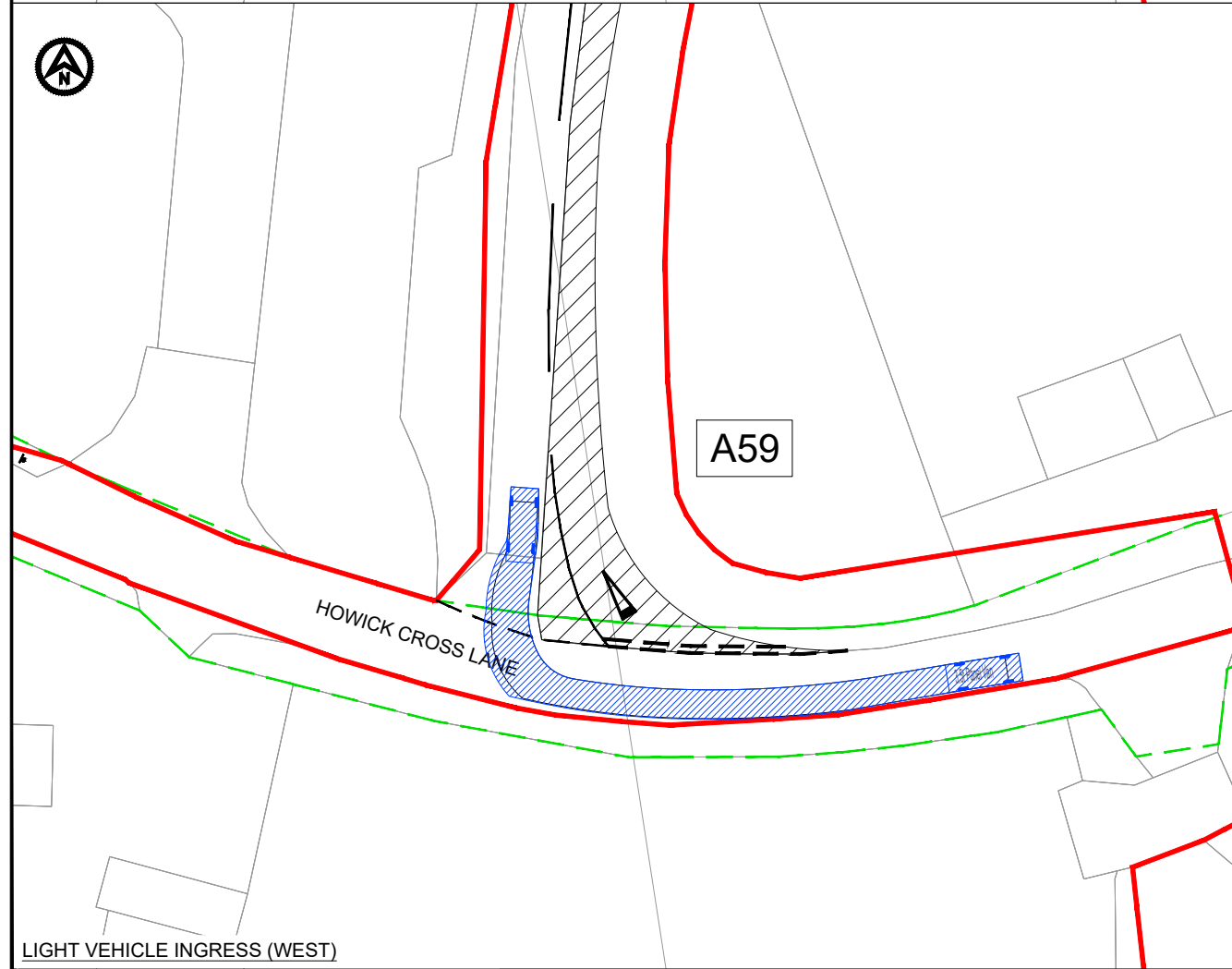
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CLIENT DWG No.					P04



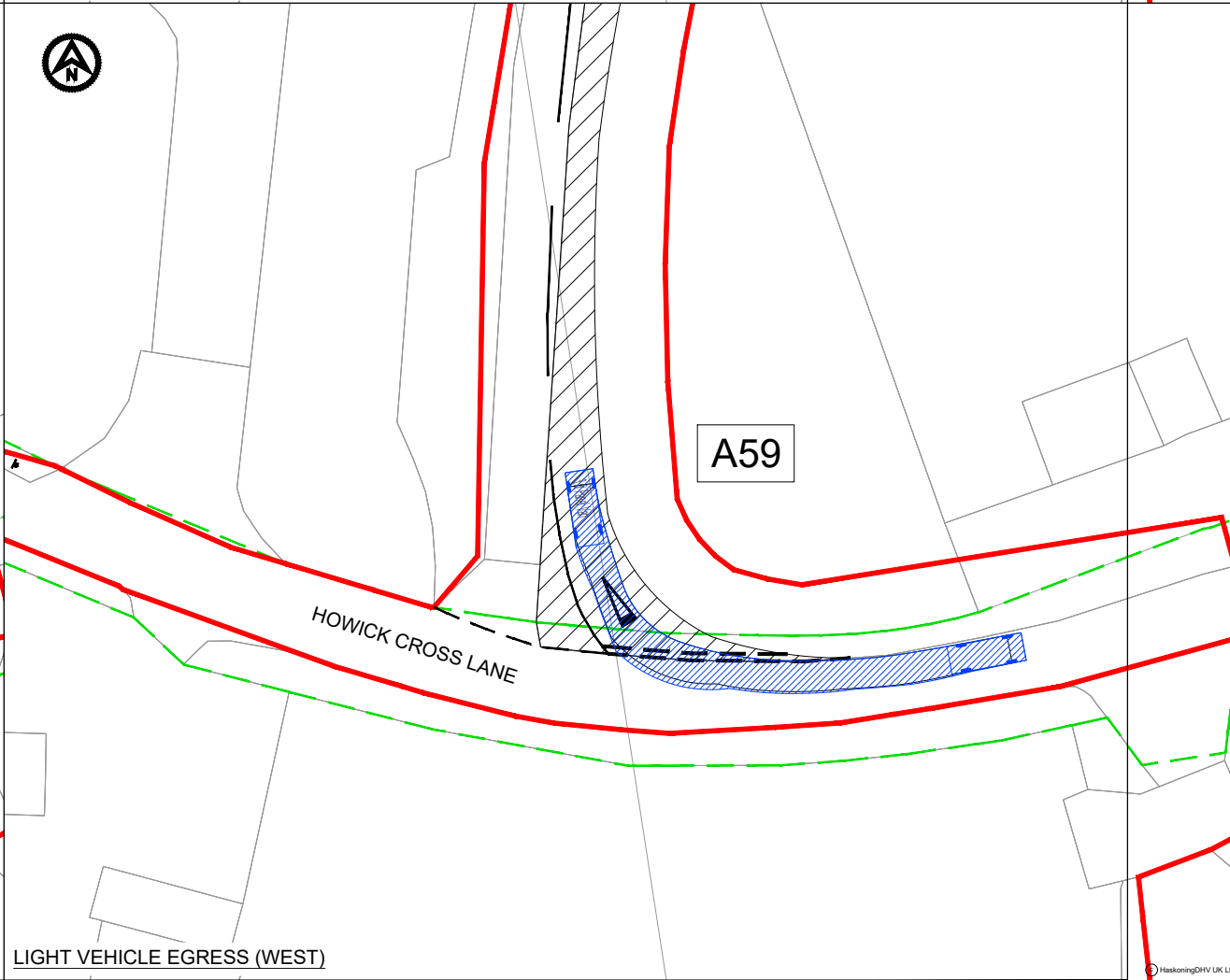
ARTICULATED HGV INGRESS (EAST)



ARTICULATED HGV EGRESS (EAST)



LIGHT VEHICLE INGRESS (WEST)



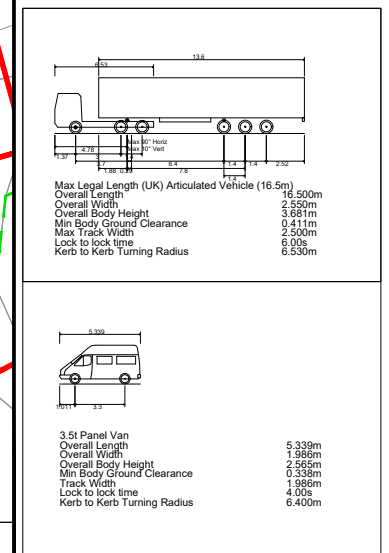
LIGHT VEHICLE EGRESS (WEST)

- 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	15.01.24	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

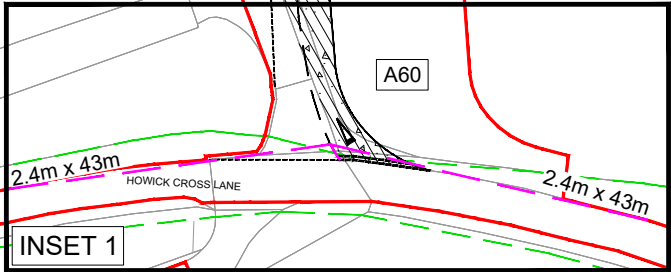
TITLE

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

2.4m x 43m

HOWICK CROSS LANE

A60



2.4m x 43m

HOWICK CROSS LANE

2.4m x 43m

INSET 1 - SCALE 1:250

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.
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	15.05.24	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

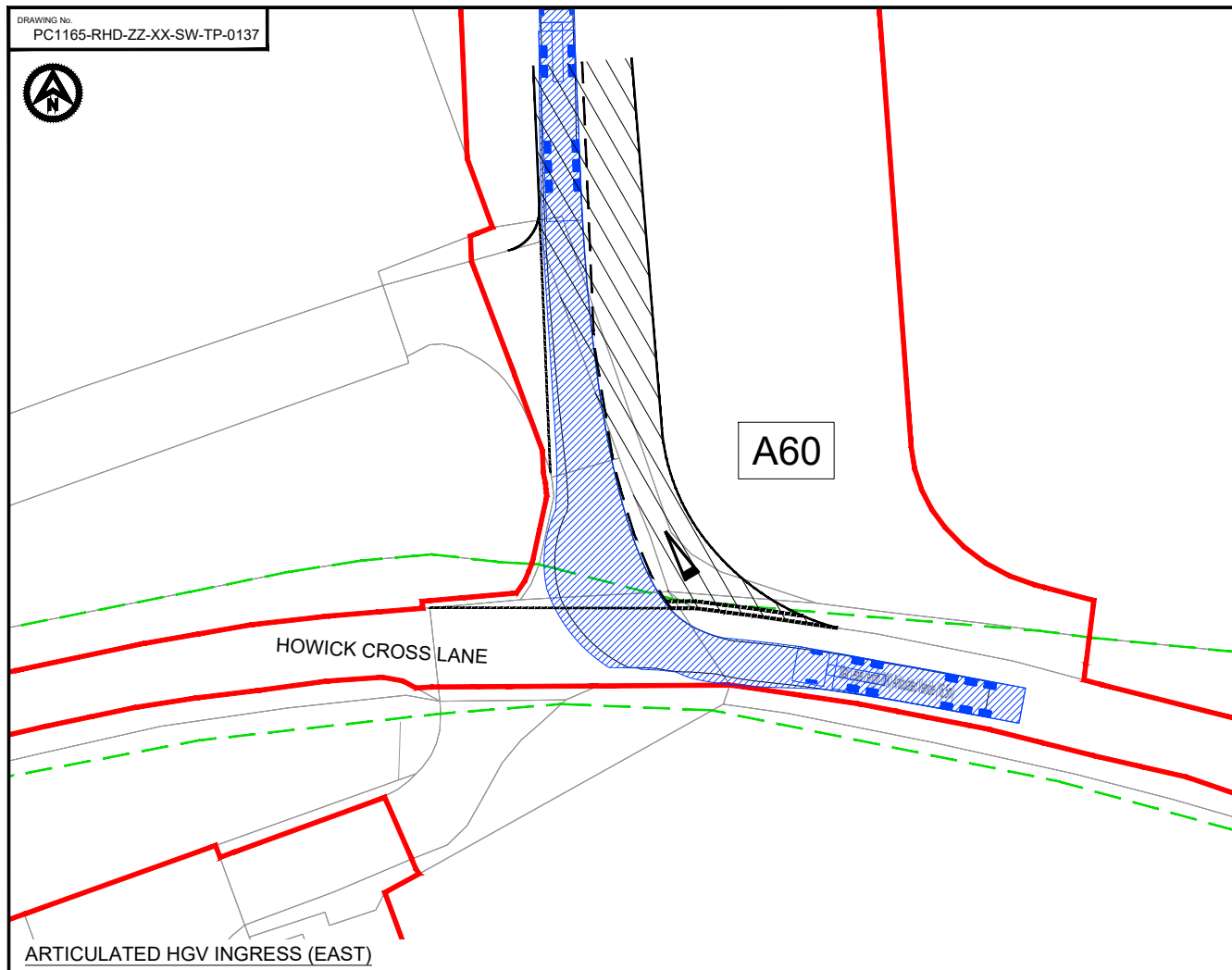
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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

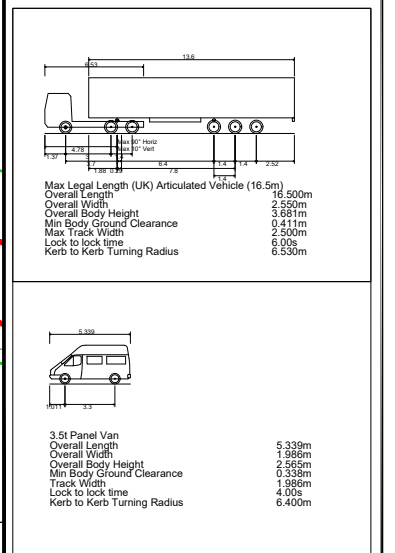


- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
 3. X-distance - the set back from the nearest edge of the carriageway from which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



VEHICLE BODY SWEEP PATH (FORWARD GEAR)

---	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

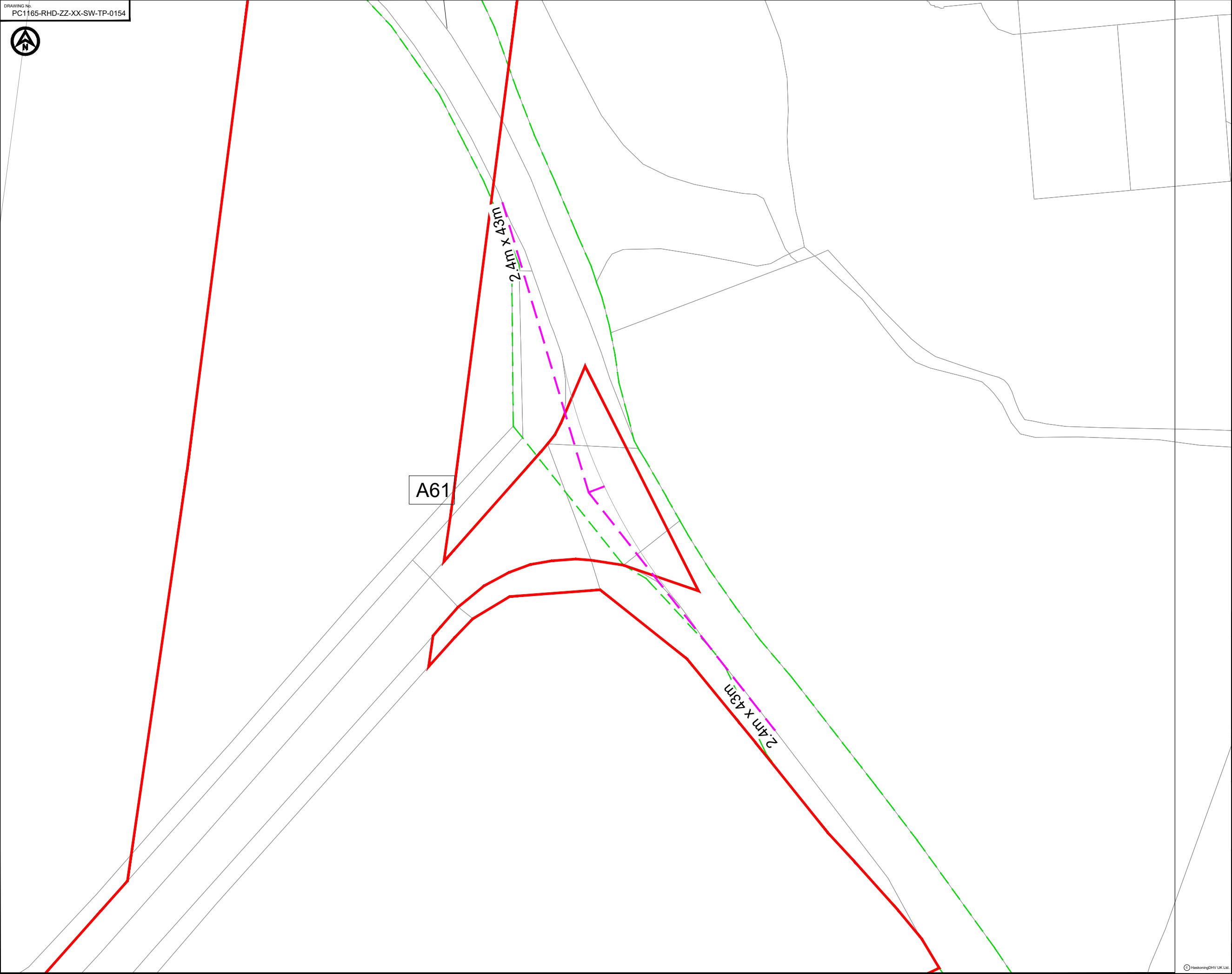
PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS 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



- 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			
CLIENT DWG No.					P02

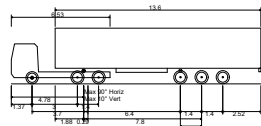


- NOTES**
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

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

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	15.06.25	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

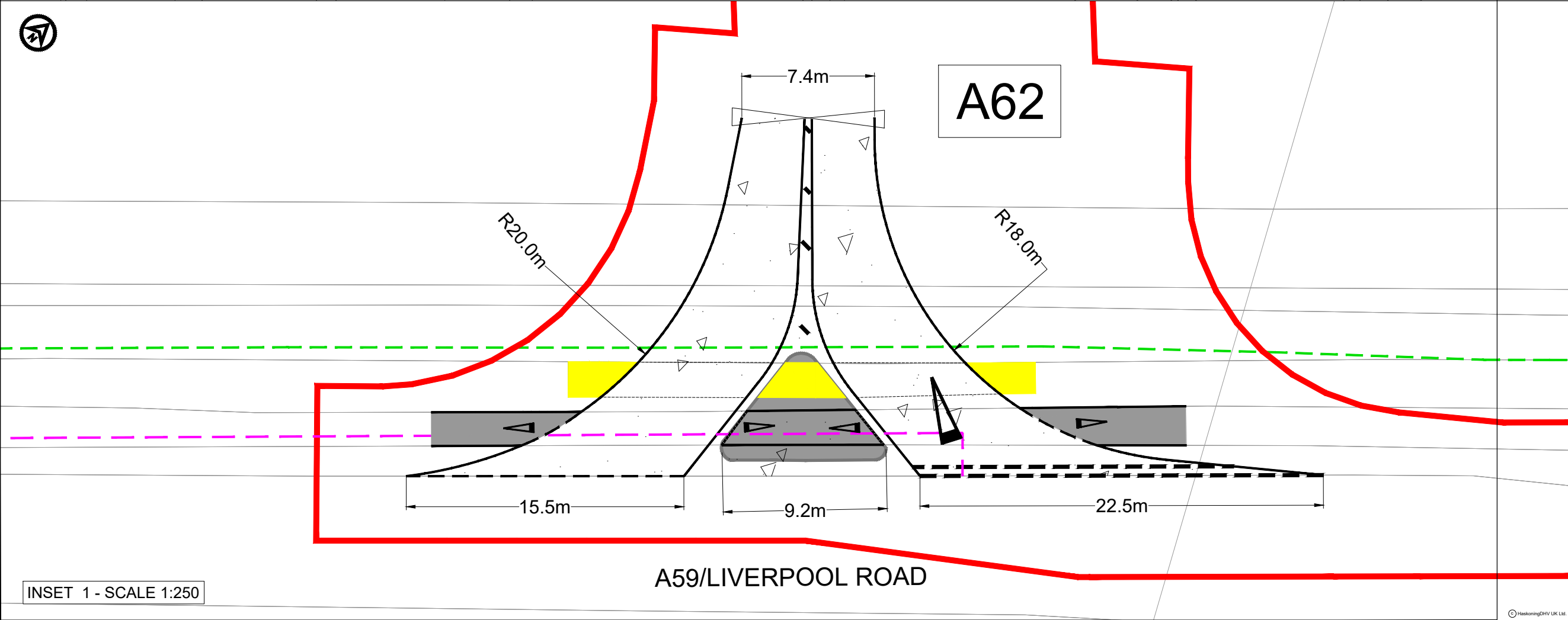
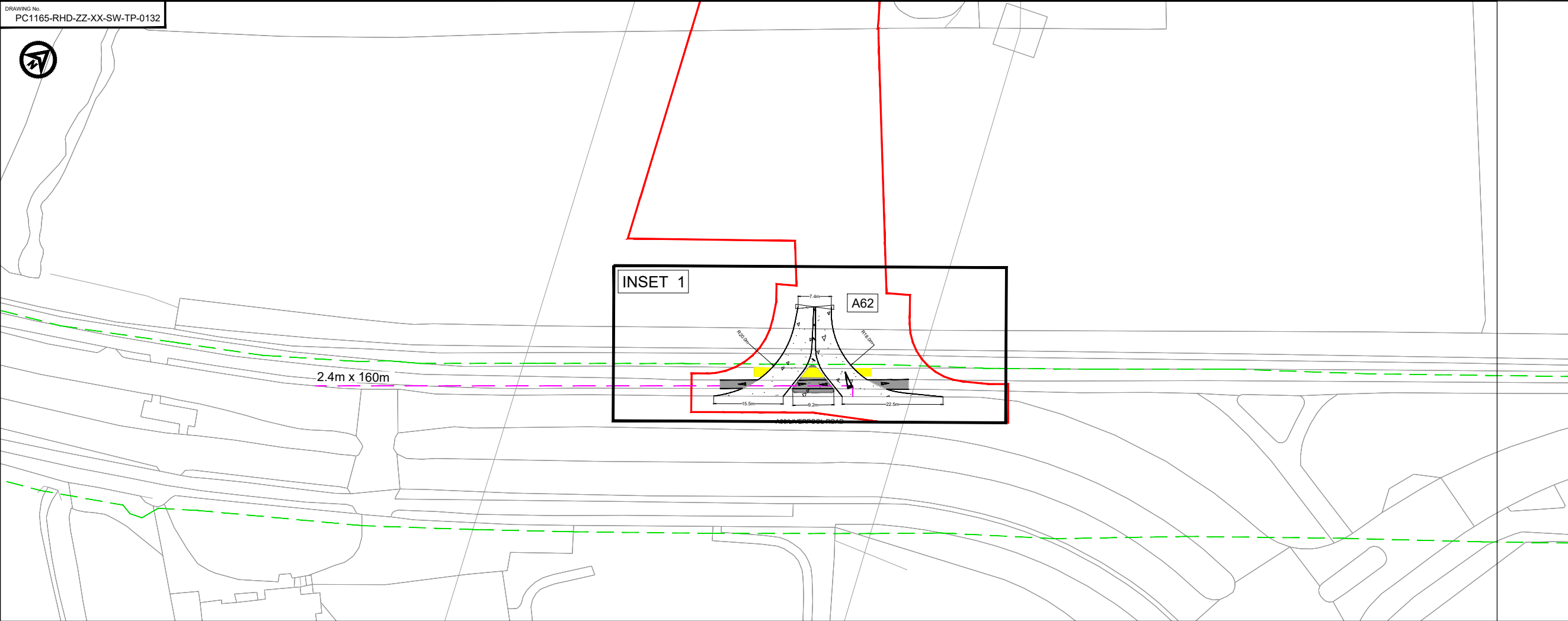
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

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	15.05.24	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 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



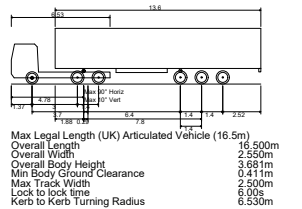
ARTICULATED HGV INGRESS AND EGRESS

- NOTES**
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 SHARE USE ISLAND
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

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

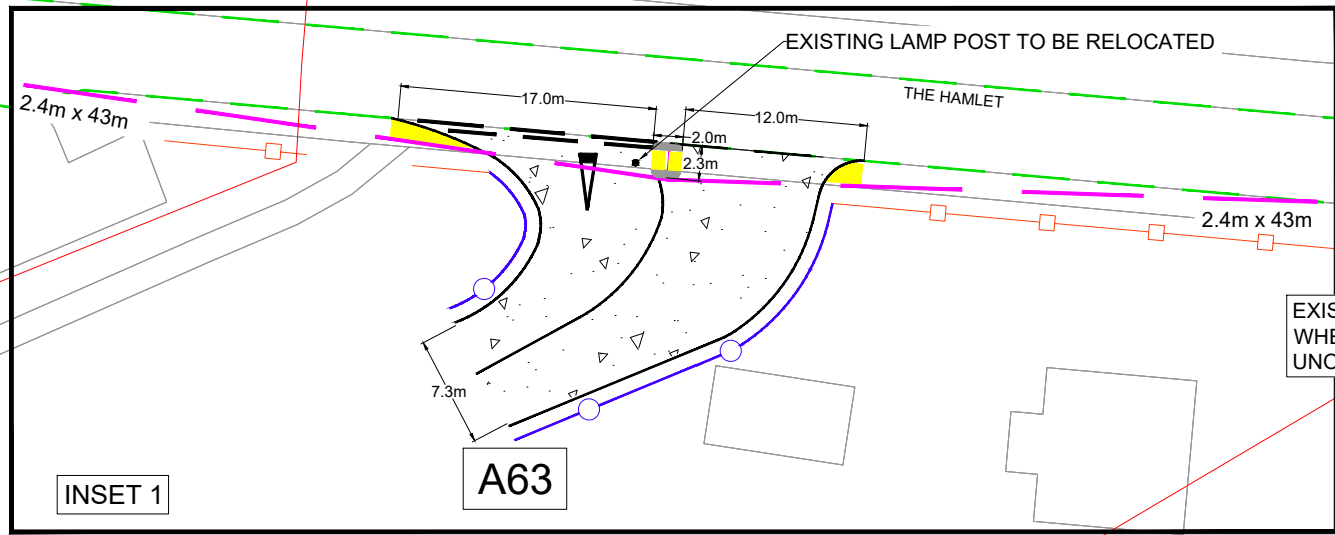
PROJECT
MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS A62
SWEEP PATH ANALYSIS



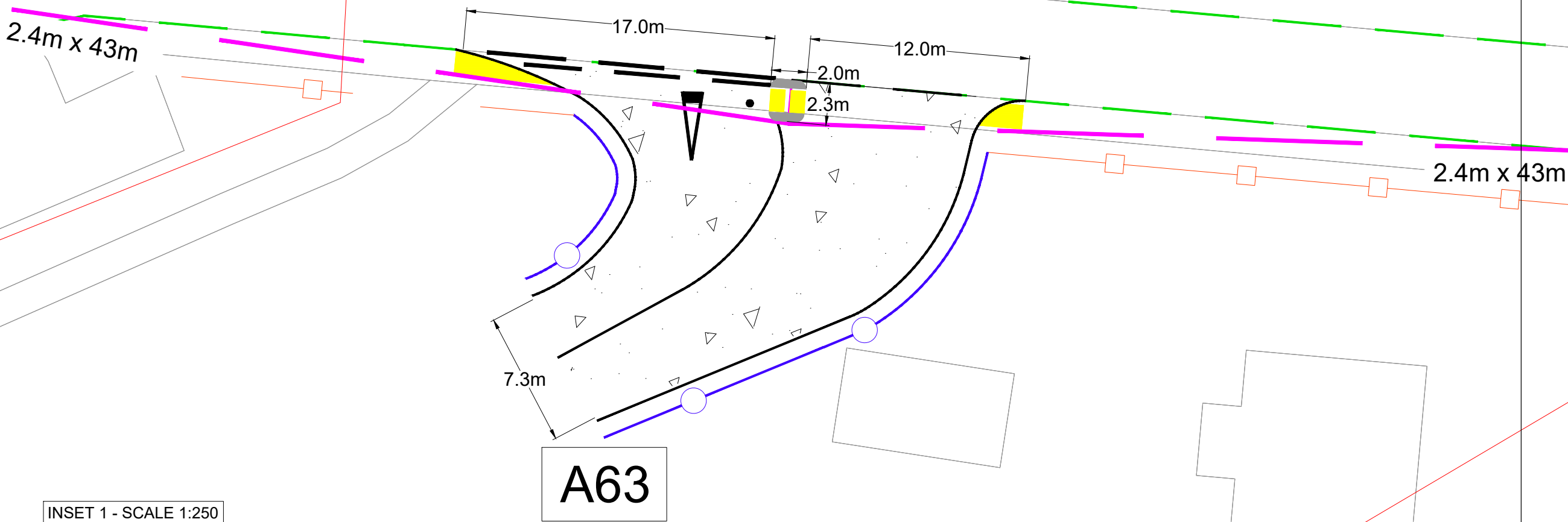
DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	15.01.24	SCALE AT A3	1:500	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0133	REVISION			
CLIENT DWG No.					P02



EXISTING BOLLARD FENCE TO BE REMOVED
WHERE NECESSARY TO MAINTAIN
UNOBSTRUCTED TRAFFIC

- 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
 - 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



P03	01.08.2024	PEDESTRAIN REFUGE ADDED	KP	SKT	SKT
P02	15.05.23	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



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.					P03

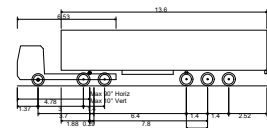


- NOTES**
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

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 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

P03	01.08.2024	PEDESTRAIN REFUGE ADDED	KP	SKT	SKT
P02	15.05.24	HW BOUNDARY ADDED	KP	SKT	SKT
P01	04.09.24	FIRST ISSUE	AA	SKT	SKT
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT

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

PROJECT

MORGAN AND MORECAMBE
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

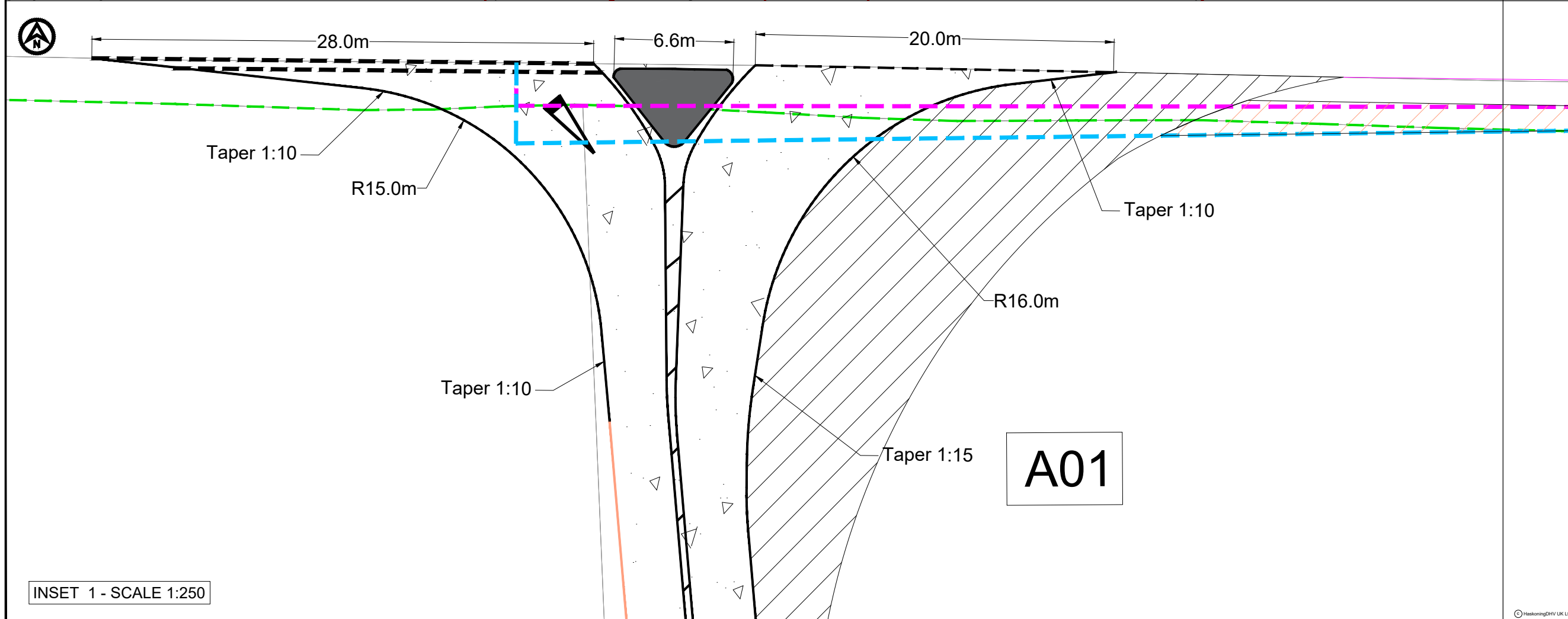
ACCESS A63
SWEPT PATH ANALYSIS



DRAWN	CHECKED	APPROVED
AA	SKT	SKT

DATE	SCALE AT A3	AUTOCAD REF.
04.09.24	1:500	

DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0153	REVISION
CLIENT DWG No.		P03



- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
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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.

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)

REV	DATE	DESCRIPTION	BY	CHK	APP
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

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

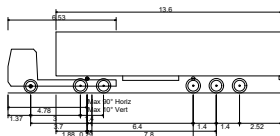


- NOTES**
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 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

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



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

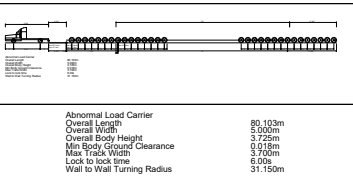


- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

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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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.
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

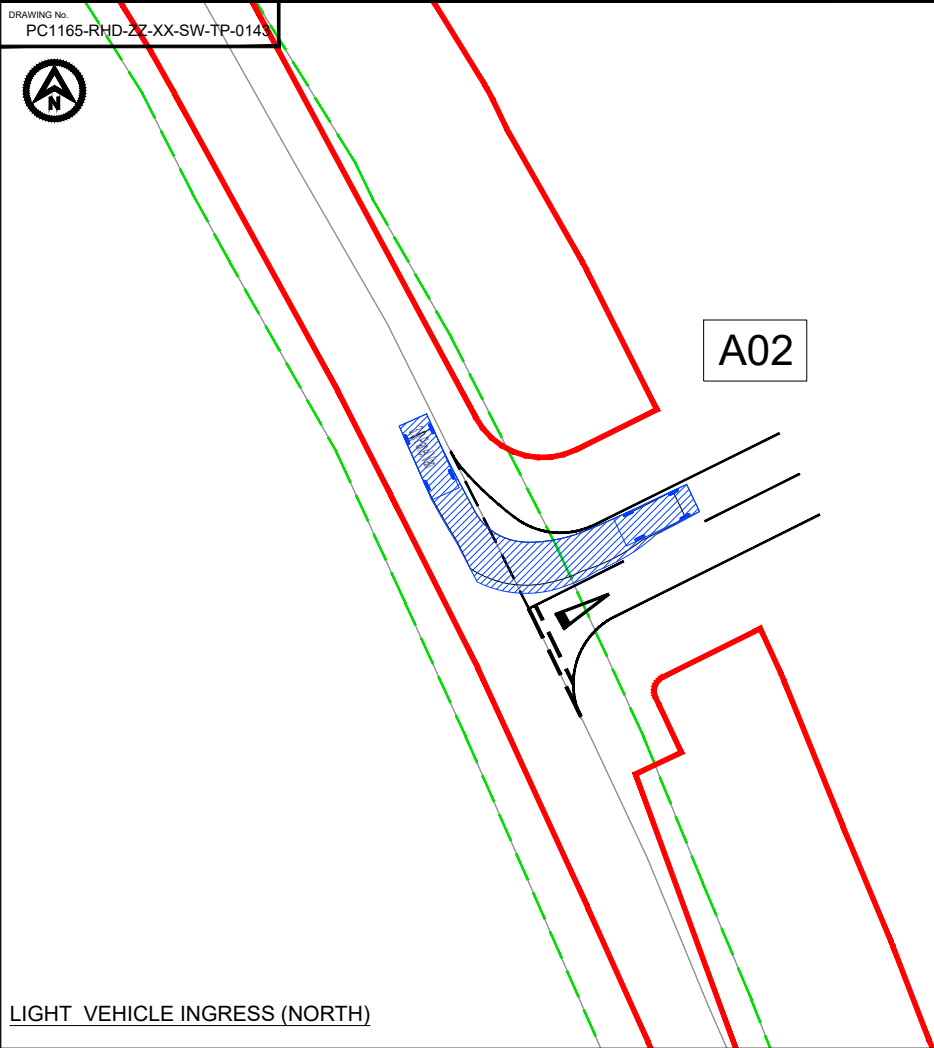
TITLE

ACCESS A02
GENERAL ARRANGEMENT

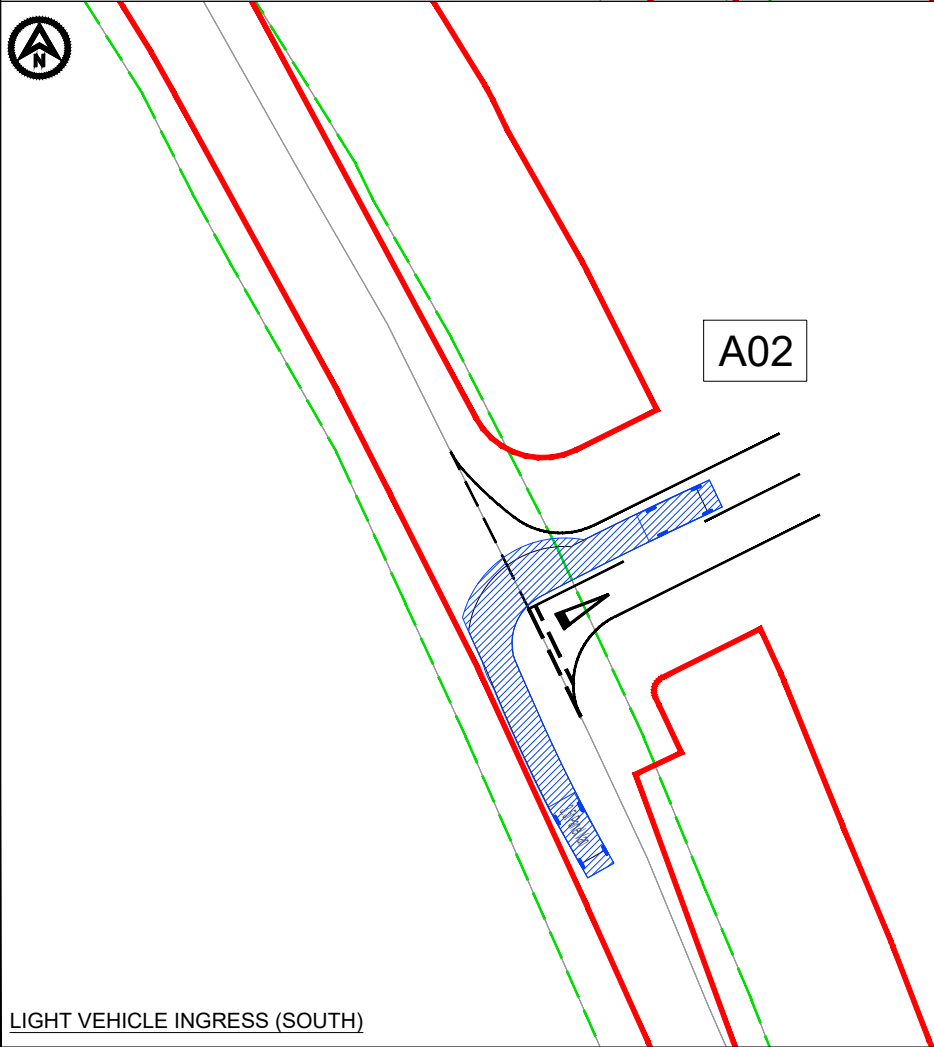


DRAWN	AA	CHECKED	SKT	APPROVED	SKT
DATE	17.01.24	SCALE AT A3	1:1000	AUTOCAD REF.	
DRAWING No.	PC1165-RHD-ZZ-XX-SW-TP-0142	REVISION			
CLIENT DWG No.					P03

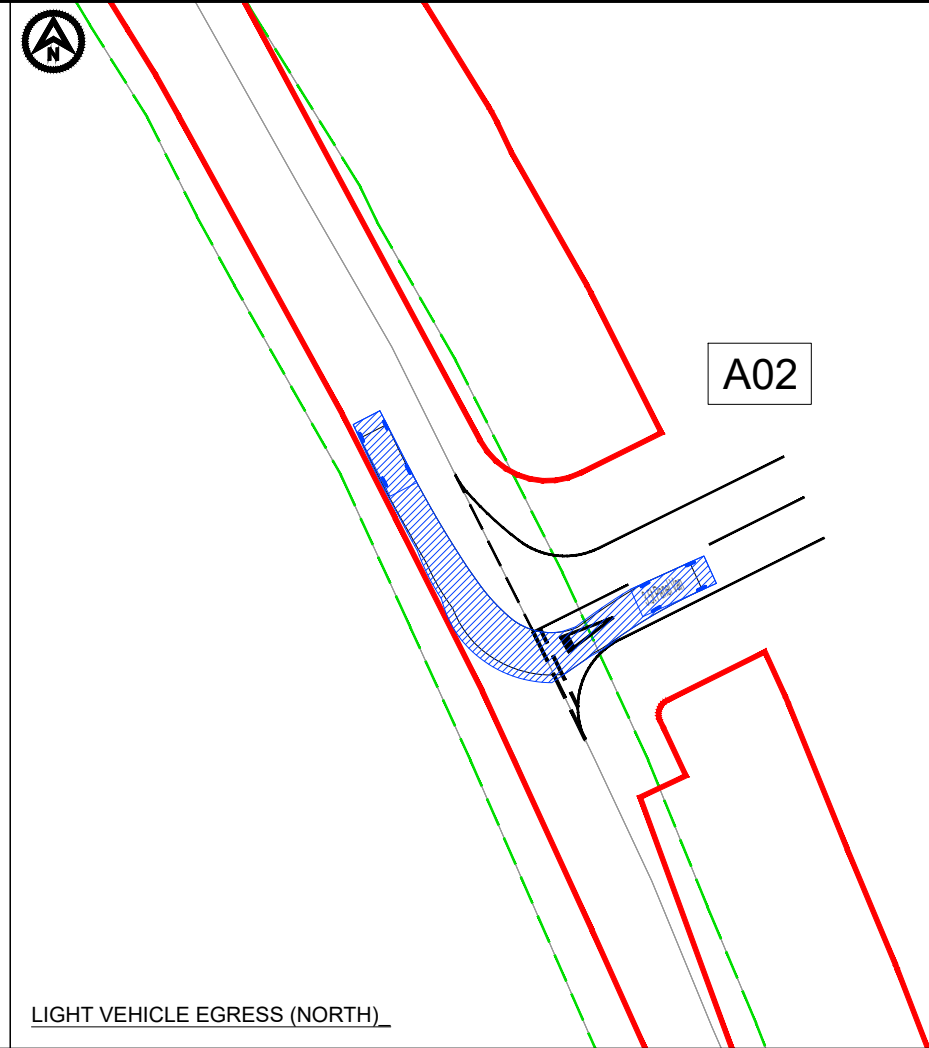
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PC1165-RHD-ZZ-XX-SW-TP-0143



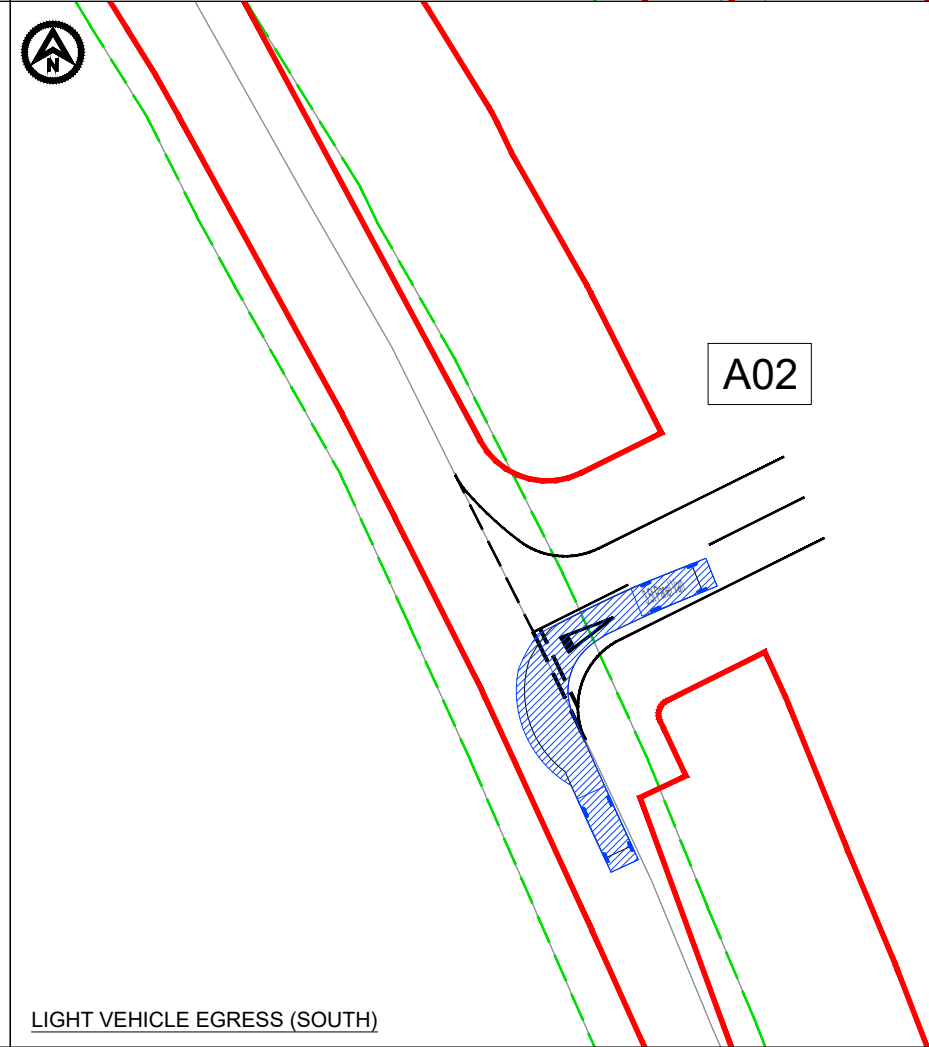
LIGHT VEHICLE INGRESS (NORTH)



LIGHT VEHICLE INGRESS (SOUTH)



LIGHT VEHICLE EGRESS (NORTH)



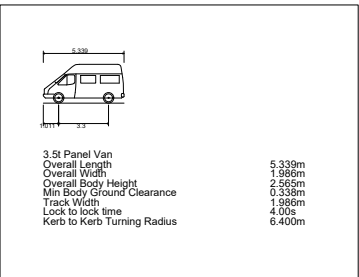
LIGHT VEHICLE EGRESS (SOUTH)

- 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.
 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



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

P02	15.05.25	HW BOUNDARY ADDED AND ALIGNMENT ADJMENTED	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

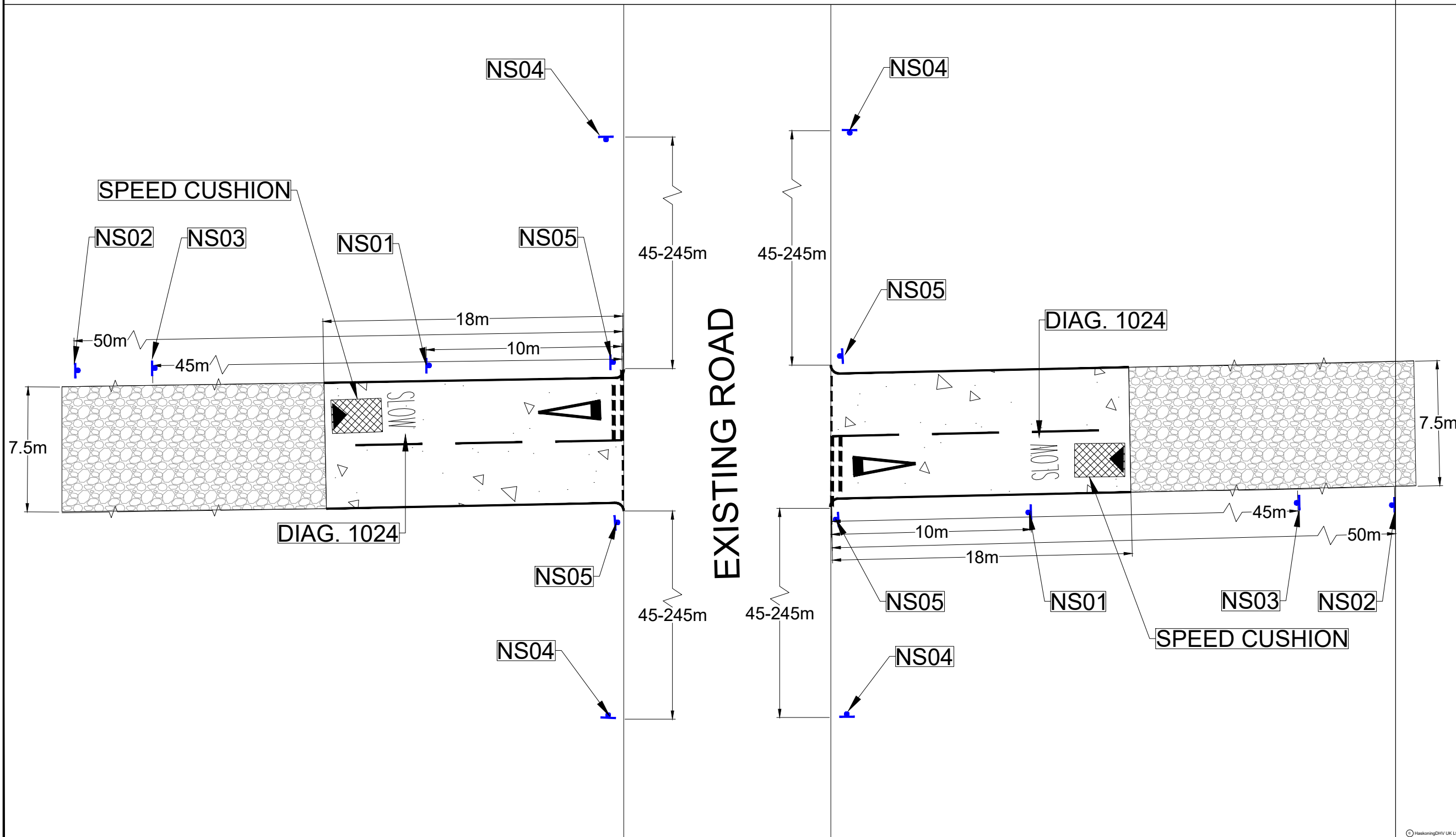


SIGN SCHEDULE

SIGN REF	NS01	NS02	NS03	NS04	NS05
SIGN FACE					

- NOTES**
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 - 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
	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

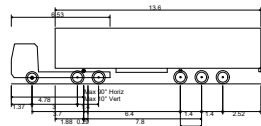


- NOTES**
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KEY

— EXISTING ARRANGEMENT

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 2.550m
Overall Width 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

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



A583

A585

A583

RIBBY ROAD

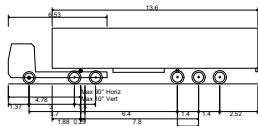
ARTICULATED HGV U TURN

- 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

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
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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



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	P01		
CLIENT DWG No.					

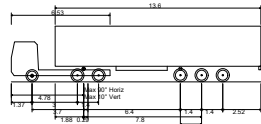


- NOTES**
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 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

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

A59 HUTTOIN
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-0159	REVISION	P01
CLIENT DWG No.			

ARTICULATED HGV U TURN