# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

## Outline Highway Access Management Plan

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**Prepared by:**

**Haskoning**

**Prepared for:**

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

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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.<br>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;
- 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**

| Commitment number | Measures adopted | How the measure is secured | Where is the commitment referenced within the document |
|---|---|---|---|
| CoT23 | 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. | DCO Schedules 2A & 2B, Requirement 10 (Highway accesses) and Requirement 14 (Construction hours); Access to Works Plan | Section 1.4 includes details of the approach to agreeing highway access designs. |

## 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

#### 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 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).

## 1.3 Highway accesses

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**.

1.3.1.2 The construction accesses provide for both ingress and egress to and from the public highway.

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

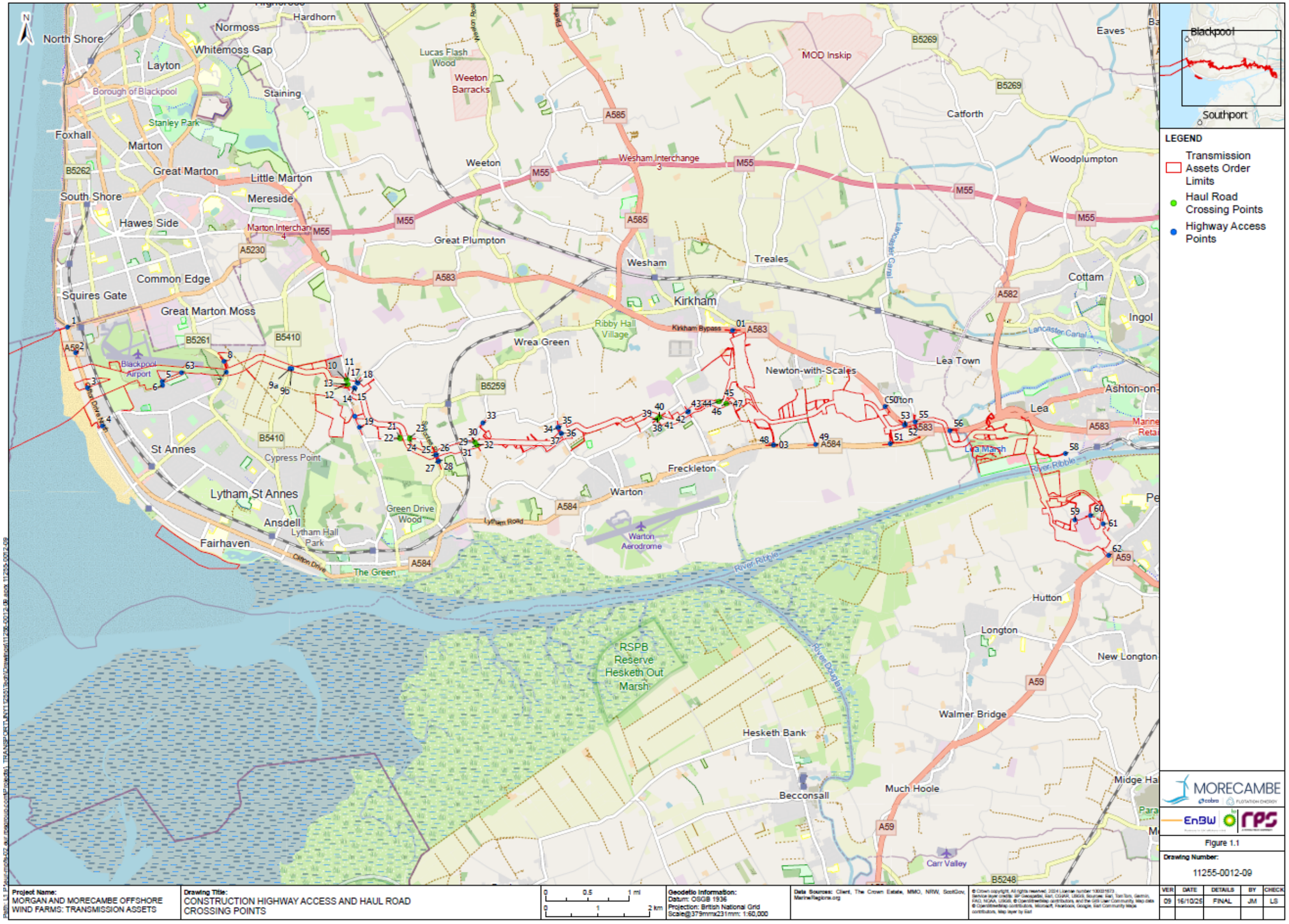
construction ingress or egress to or from the public highway would be permitted at these points.

1.3.1.4 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.

1.3.1.5 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.

1.3.1.6 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**



## 1.4 Access and Crossing designs

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.

1.4.1.2 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.

1.4.1.3 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.

1.4.1.4 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.

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

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 85$^{th}$ percentile speeds and the following management measures are proposed:

- Access 59: Existing speeds and traffic flows are very low along this road; therefore it is proposed that egress is managed via the provision of a banksperson. The banksperson would be required to check for oncoming traffic before advising the driver when it is clear to depart.
- Crossings 38 – 41: It is proposed that vehicles crossing at this location would be managed via temporary traffic signal control. Traffic on the haul road would be required to wait for a green signal before proceeding to cross the highway.
- Crossing 44 to 47: Whilst a splay in accordance with the 85$^{th}$ 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.

1.4.1.7 **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.

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

1.4.1.9 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.

1.4.1.10 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.

1.4.1.11 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 85th 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 85th 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 | No vehicles will be permitted to cross directly from Access A9a to A9b or from A9b to A9a.<br>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 85th 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 | | |
| 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 |
| | 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 | |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th 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 | | |
| 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 | | |
| 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 | | N/A |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number | Notes |
|---|---|---|---|---|---|---|
| | Bryning Lane | New Access | 41.4 (Measured Speed) | 120m | PC1165-RHD-ZZ-XX-SW-TP-0015 & 0058 | |
| 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 | Crossing controlled by temporary traffic signals |
| | 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 suitable solution will be implemented to direct water to an attenuation system via a channel |
| | Kirkham Road | New Access | 40 (PSL) | 120m | | |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number | Notes |
|---|---|---|---|---|---|---|
| | | | | | | drainage system, thus reducing water and detritus flowing onto the highway.<br>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 average 32.8mph, with an 85th percentile speed of 40.1mph. This 85th percentile speed requires a visibility |
| | Lower Lane | New Crossing | 40.1 (Measured Speed) | 120 (Reduced to 70m) | | |
| A46 & A47 | Lower Lane | New Crossing | 40.1 (Measured Speed) | 120 (Reduced to 70m) | | |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th 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) | PC1165-RHD-ZZ-XX-SW-TP-0024 & 0156 | splay of ~120m, whilst the average requires ~70m applying the requirements of the DMRB or ~59m applying the requirements of MfS.<br>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. |
| 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 |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number | Notes |
|---|---|---|---|---|---|---|
| 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 |
| 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 | Banksperson 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 |

| Access ID | Road name | Access type | Posted Speed Limit (PSL) or measured 85th percentile speed (mph) | Required visibility splay distance for the PSL or measured speed (*), **, *** | Drawing number | Notes |
|---|---|---|---|---|---|---|
| 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 |
| 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.

### 1.4.2 Road safety

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.

### 1.4.3 Technical approval

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).

1.4.3.2 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.

1.4.3.3 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.

1.4.3.4 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).

1.4.3.5 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).

### 1.4.4 Road safety audit

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.

## 1.5 Traffic management for temporary highway access points

### 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.

1.5.1.1 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.

### 1.5.2 Road works

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.

1.5.2.2 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.

1.5.2.3 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.

1.5.2.4 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.

1.5.2.5 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'.

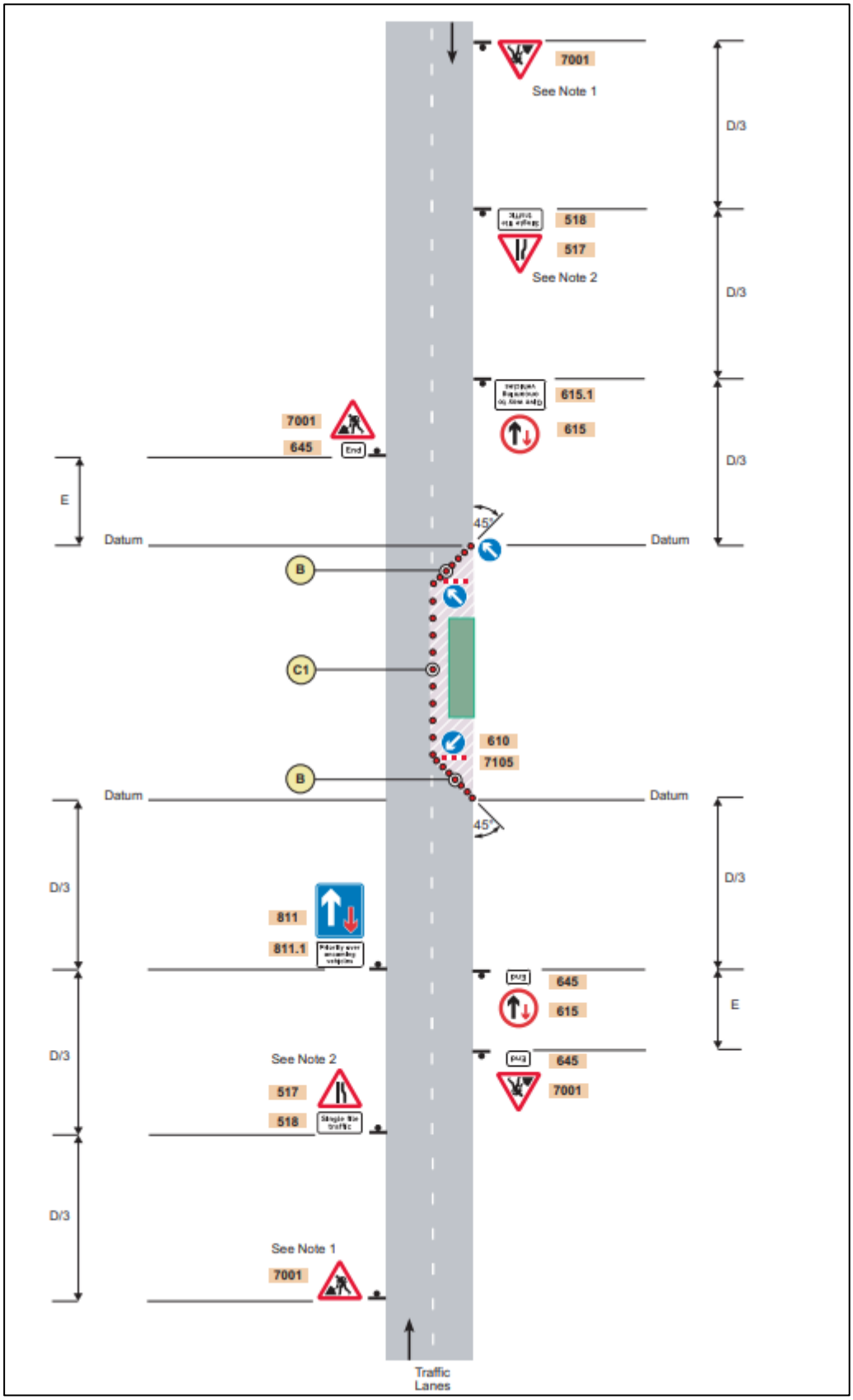



**Figure 1.2: Priority signs on a two-lane single carriageway road**

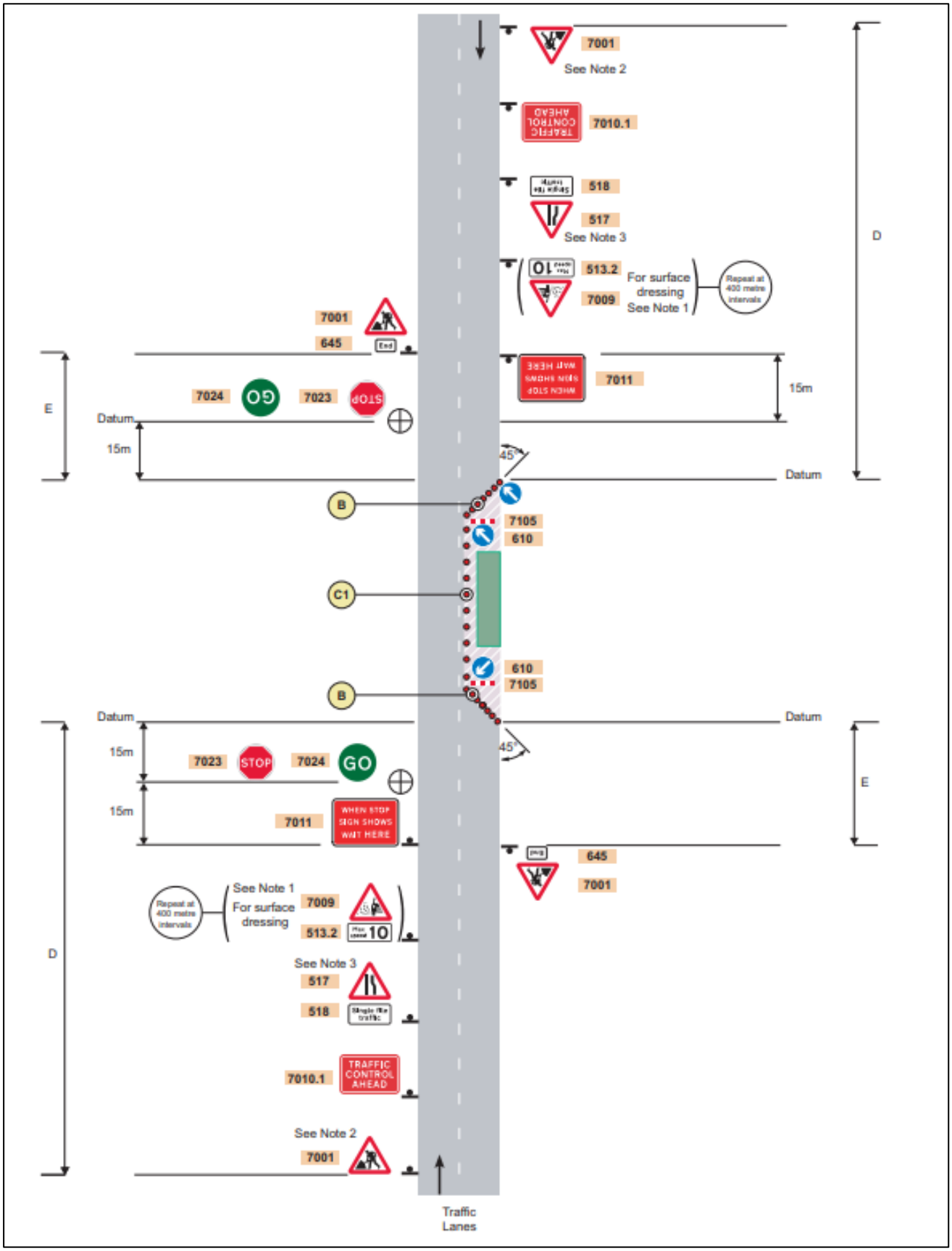



**Figure 1.3: Stop/go signs on a two-lane single carriageway road**

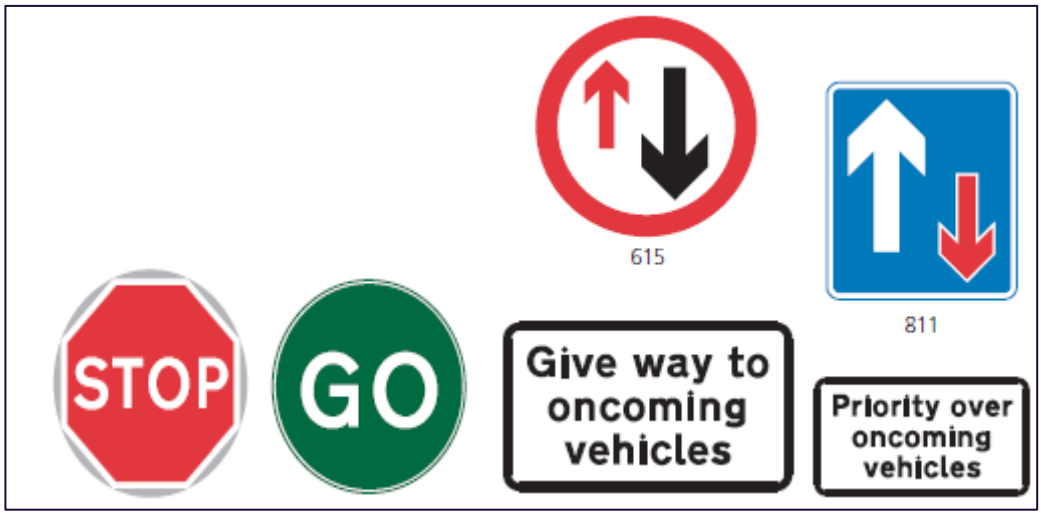



**Figure 1.4: Manually operated stop/go signs and priority signs**

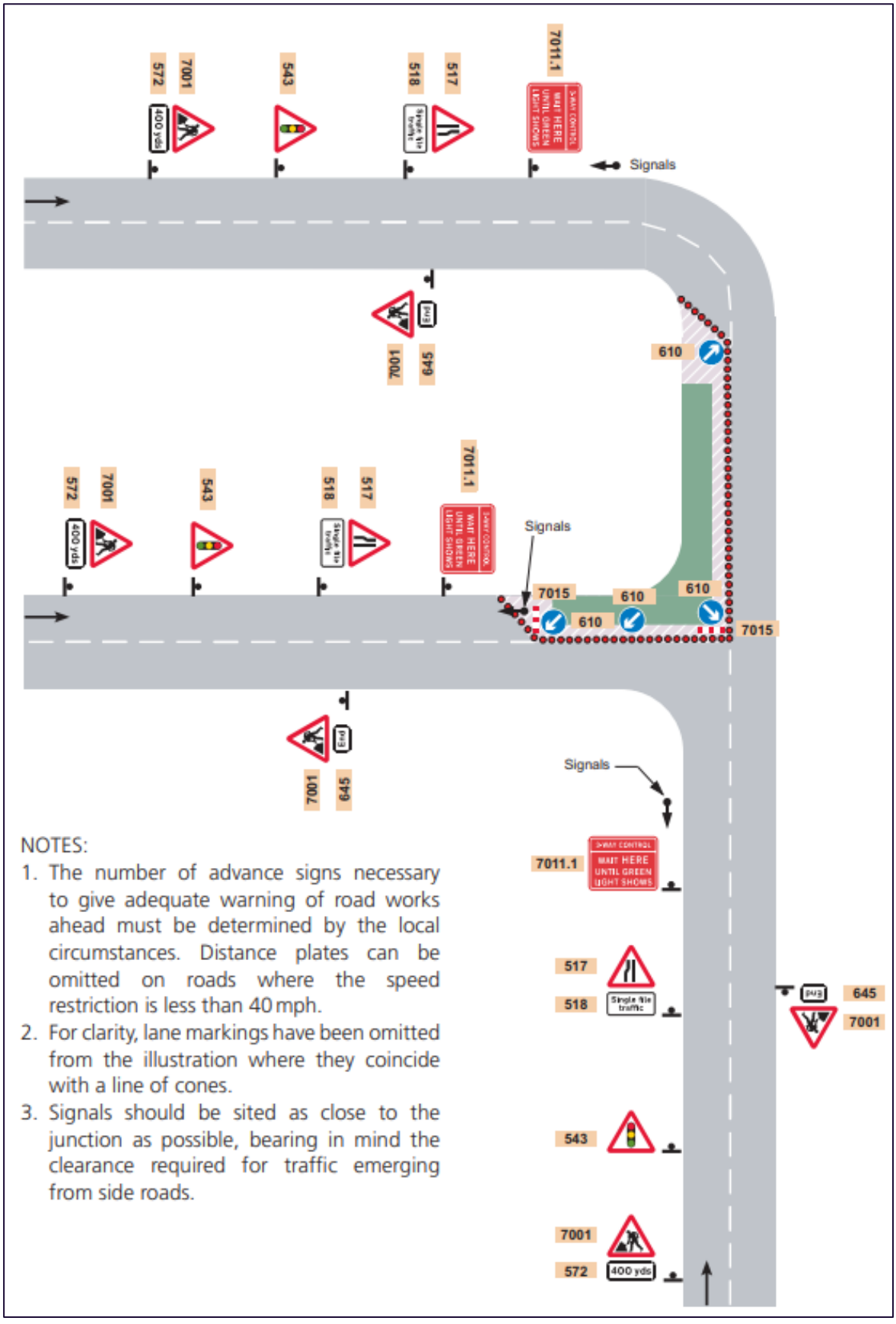



**Figure 1.5: Roadworks at a T-junction – traffic control by means of portable traffic signals.**

## 1.6 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

A1

4X4 AND TRAILER INGRESS AND EGRESS

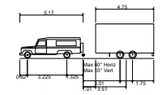
## NOTES

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 guarentee the accuracy of data.

## KEY

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

## VEHICLE TRACKING




Land Rover 130 (HCPU) + Ifor Williams HB510XL Horsebox

| | |
|---|---|
| Overall Length | 10.930m |
| Overall Width | 2.300m |
| Overall Body Height | 2.820m |
| Min Body Ground Clearance | 0.164m |
| Max Track Width | 2.298m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.500m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | SPA AMENDED TO REFLECT ACCESS USE | KP | 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 A1
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 56956
[redacted]
Royal HaskoningDHV
Enhancing Society Together


| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.05.2023 | 1:1000 | |

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

REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0149


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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | LAYOUT AMENDED AND HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 21.05.24 | 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 A2
GENERAL ARRANGEMENT

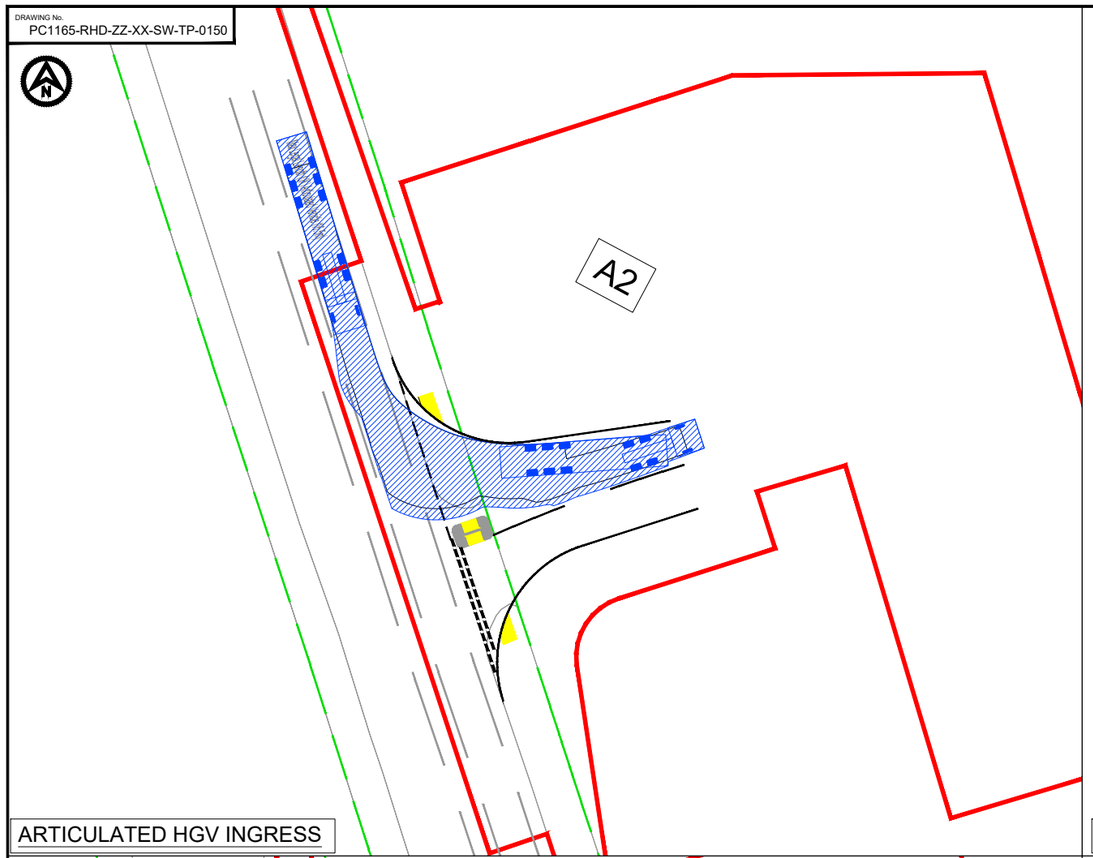
Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

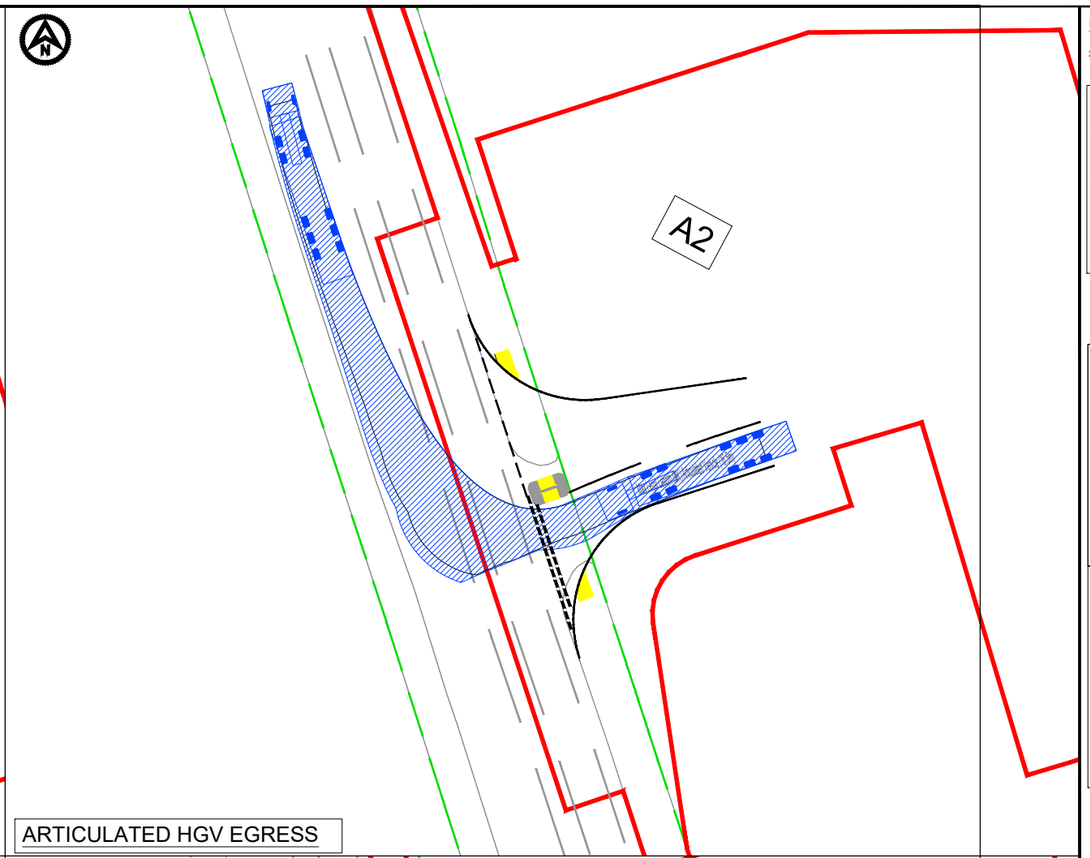
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 21.05.24 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0149
REVISION P02
CLIENT DWG No.

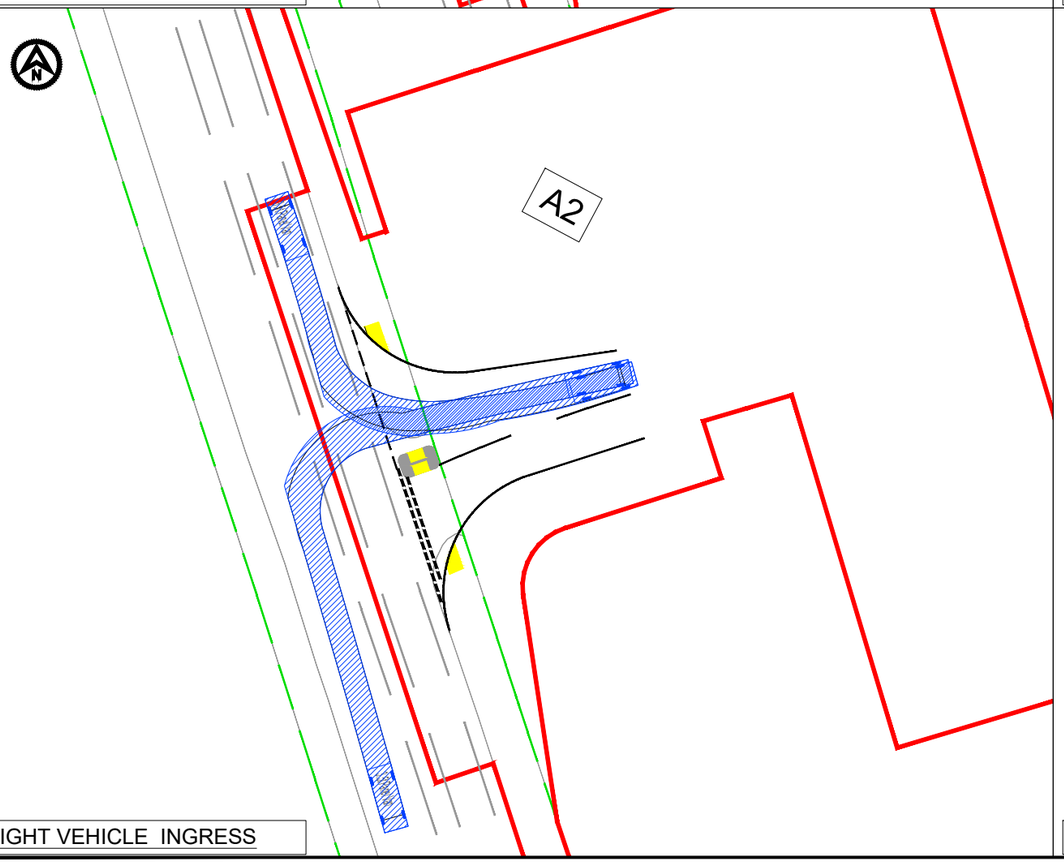
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0150



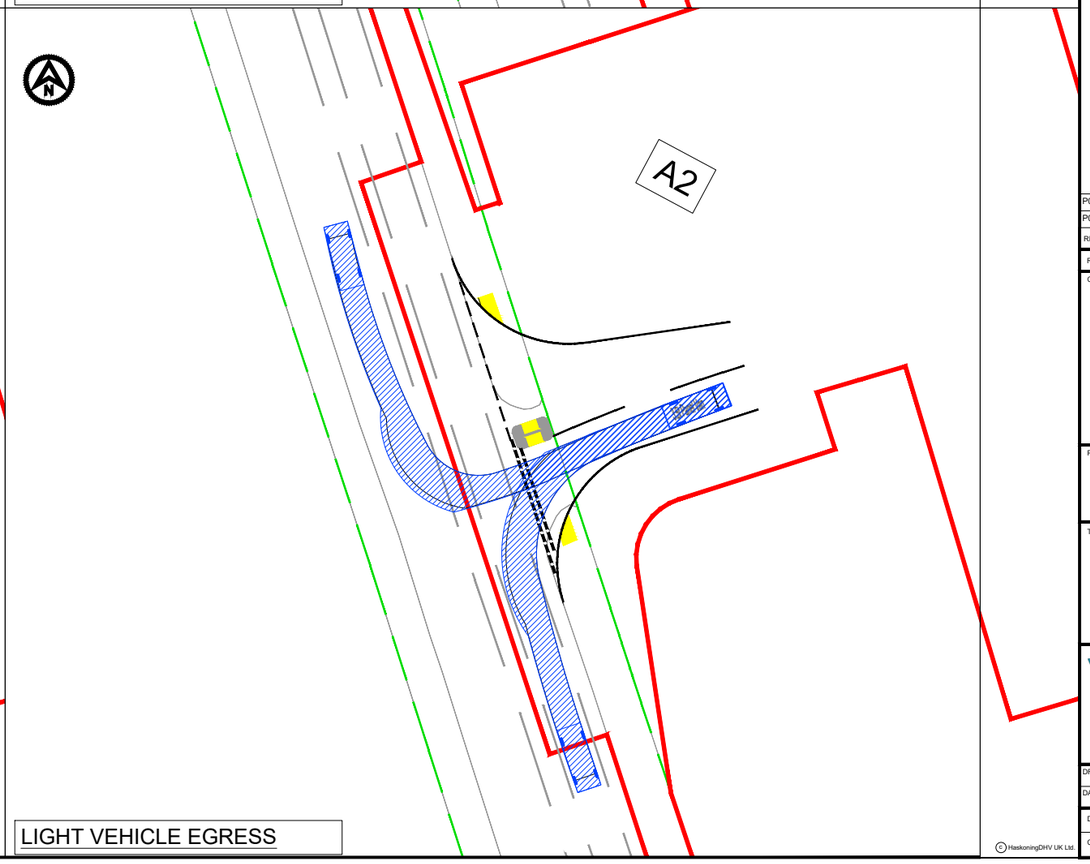

ARTICULATED HGV INGRESS




ARTICULATED HGV EGRESS




LIGHT VEHICLE INGRESS




LIGHT VEHICLE EGRESS

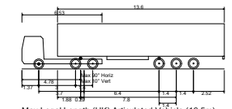


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

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

VEHICLE TRACKING



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

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

3.5t Panel Van

| | |
|---|---|
| Overall Length | 5.339m |
| Overall Width | 1.986m |
| 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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND LAYOUT AMENDED | KP | SKT | SKT |
| P01 | 21.05.24 | 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 A2
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

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|---|---|---|
| CB | SKT | SKT |

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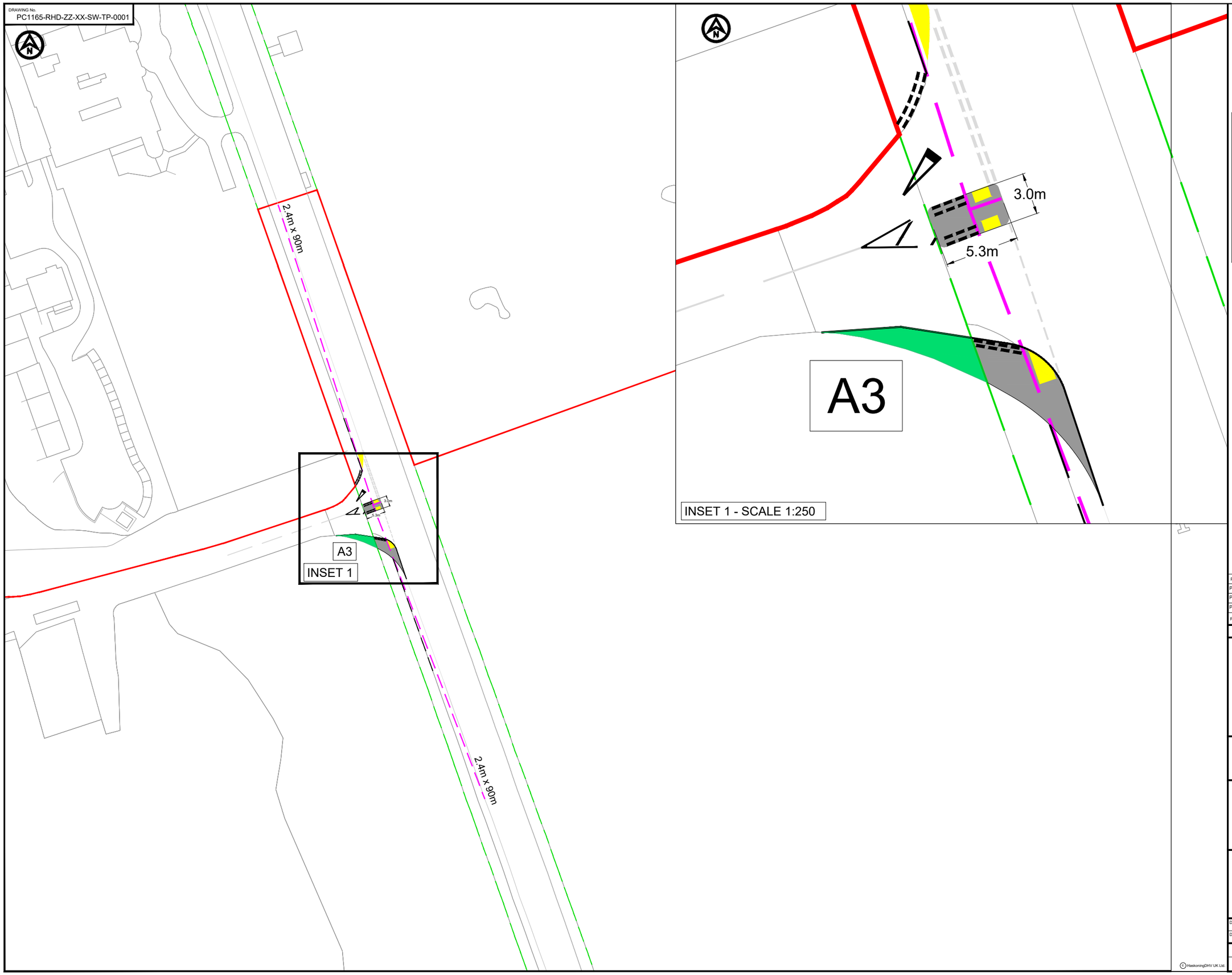
|---|---|---|
| 21.05.24 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0150

REVISION P02

CLIENT DWG No.

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




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 guarentee the accuracy of data. Carriageway lines are estimated from aeria; mapping due to recent highway scheme not being recorded on OS mapping
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | 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 |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A3
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
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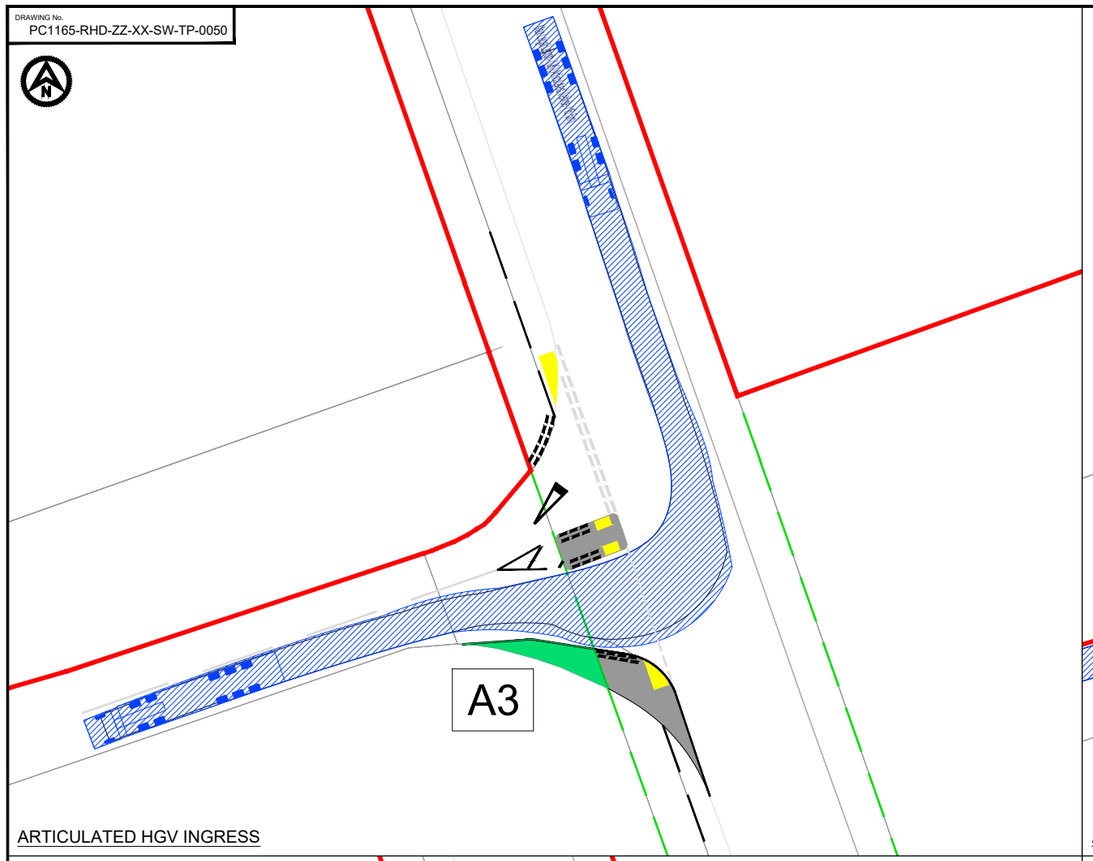
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0001
REVISION P04
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0050

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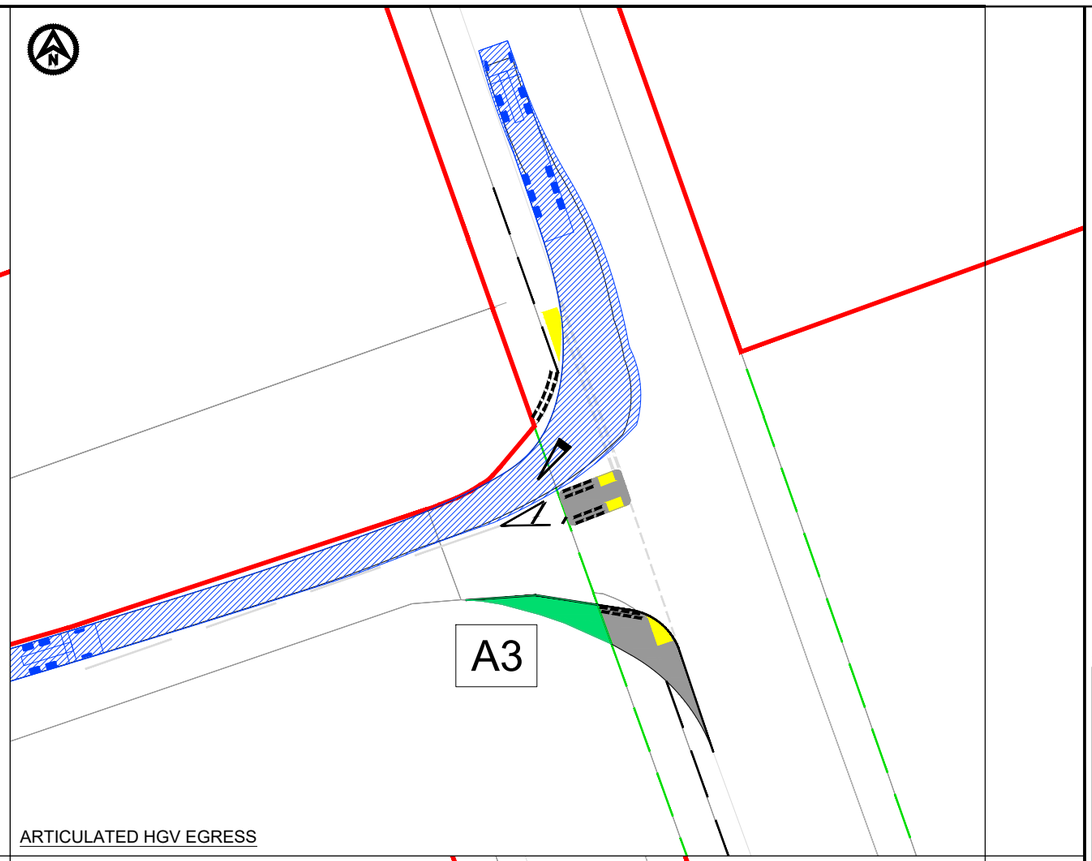
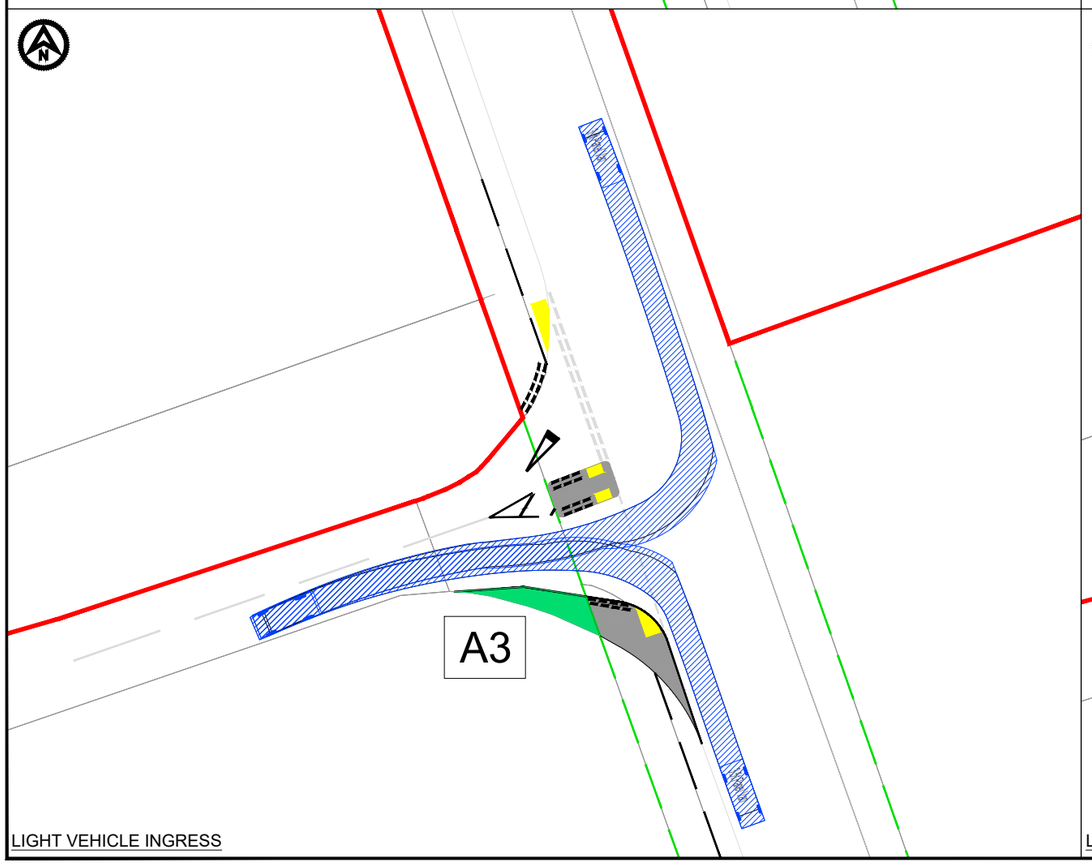
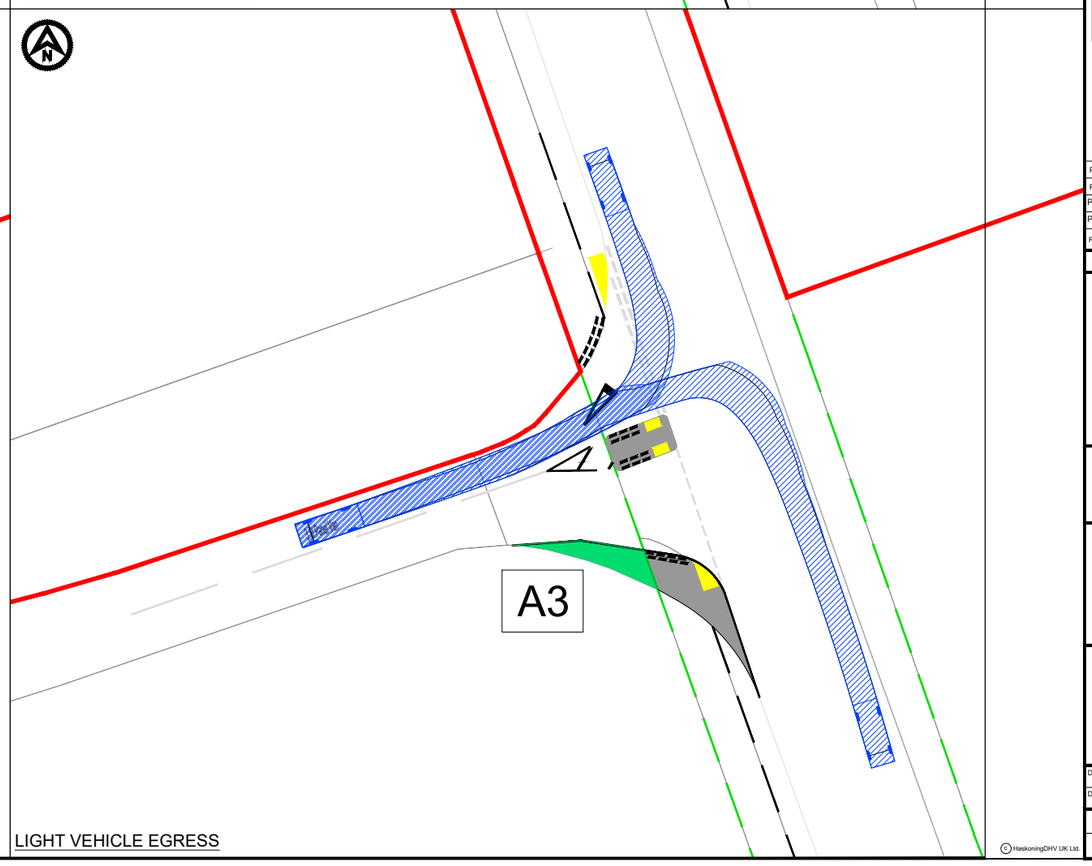



ARTICULATED HGV EGRESS




LIGHT VEHICLE INGRESS




LIGHT VEHICLE EGRESS

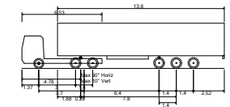


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | JUNCTION GEOMETRY REDUCED | KP | SKT | SKT |
| P03 | 27.05.25 | 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 |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A3
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1832 [redacted]
Royal HaskoningDHV
Enhancing Society Together

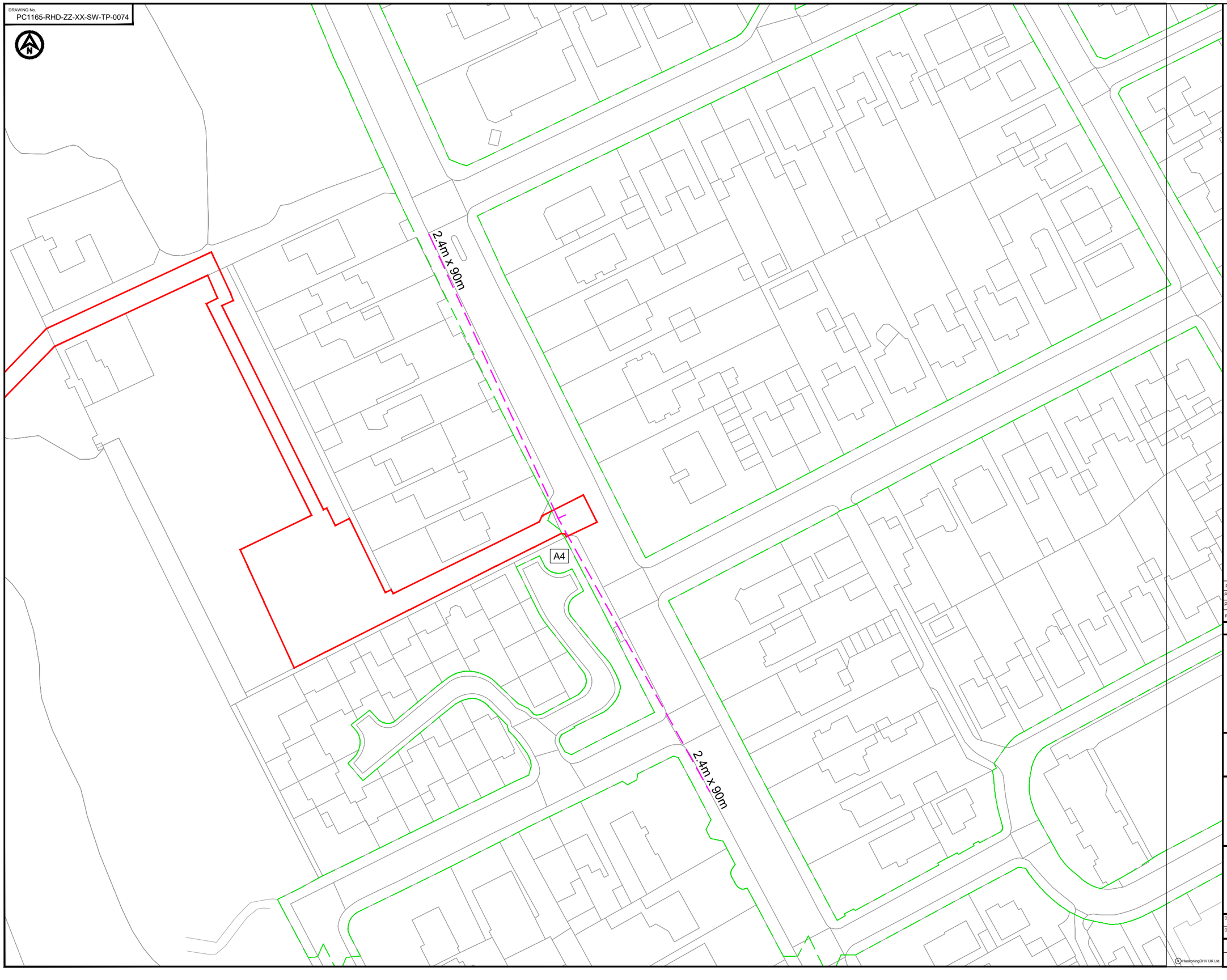
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.2023 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0050
REVISION P04

CLIENT DWG No.

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 guarentee the accuracy of data. Carriageway lines are estimated from aeria; 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

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

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 [redacted]

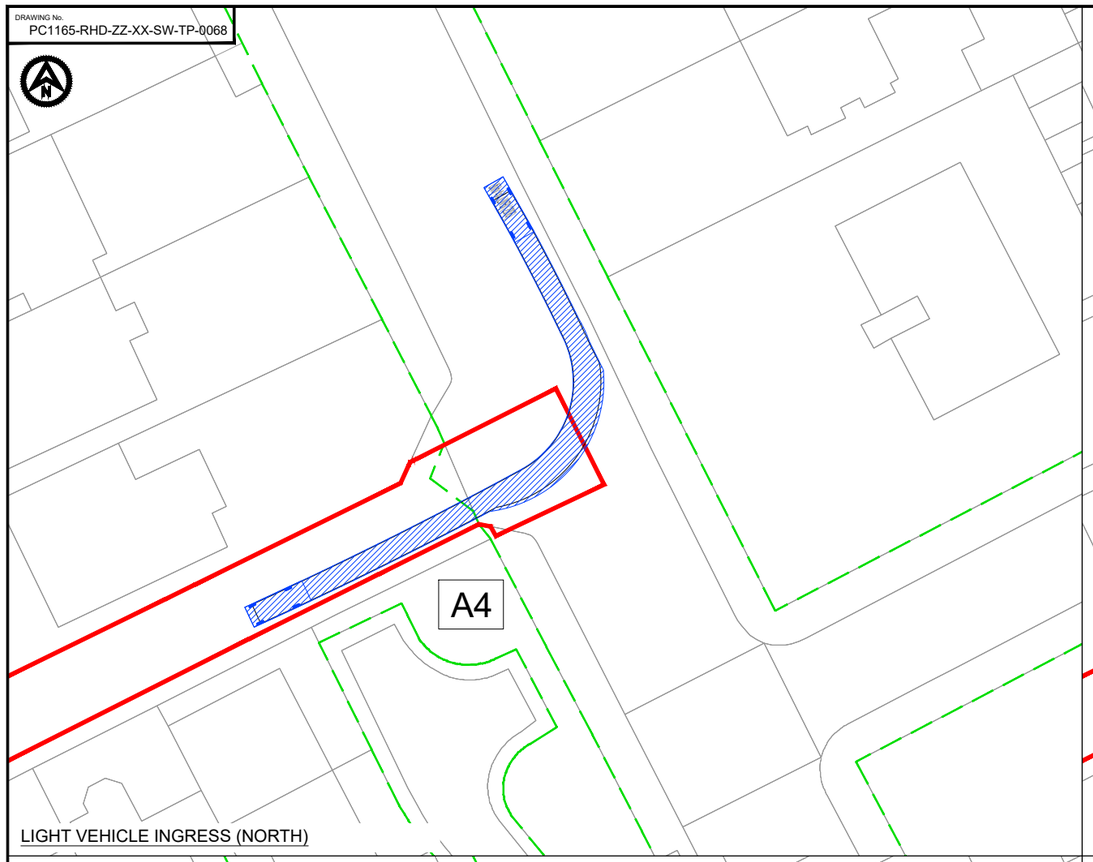
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 16.05.23 | 1:1000 | |

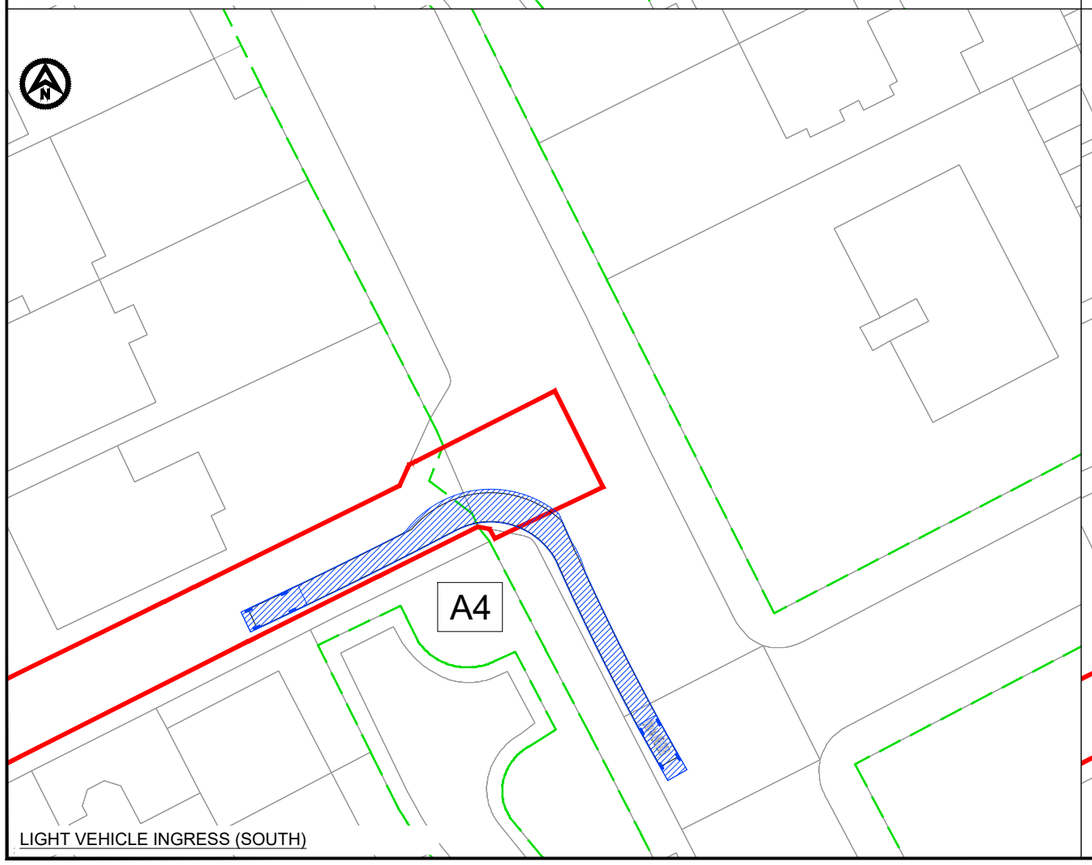
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0074
REVISION P03
CLIENT DWG No.

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

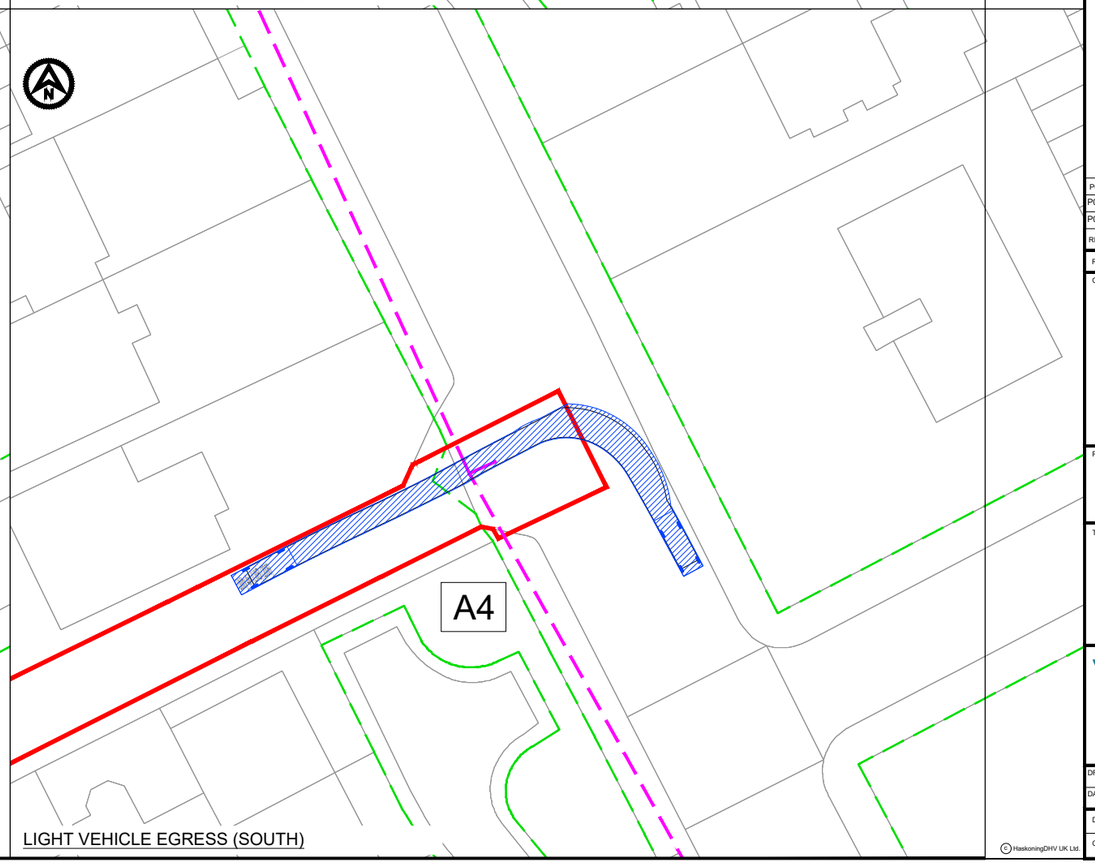



LIGHT VEHICLE INGRESS (NORTH)


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 guarentee 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 | 1.790m |
| Overall Body Height | 1.750m |
| Min Body Ground Clearance | 0.269m |
| Track Width | 1.701m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.540m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

ACCESS A4
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

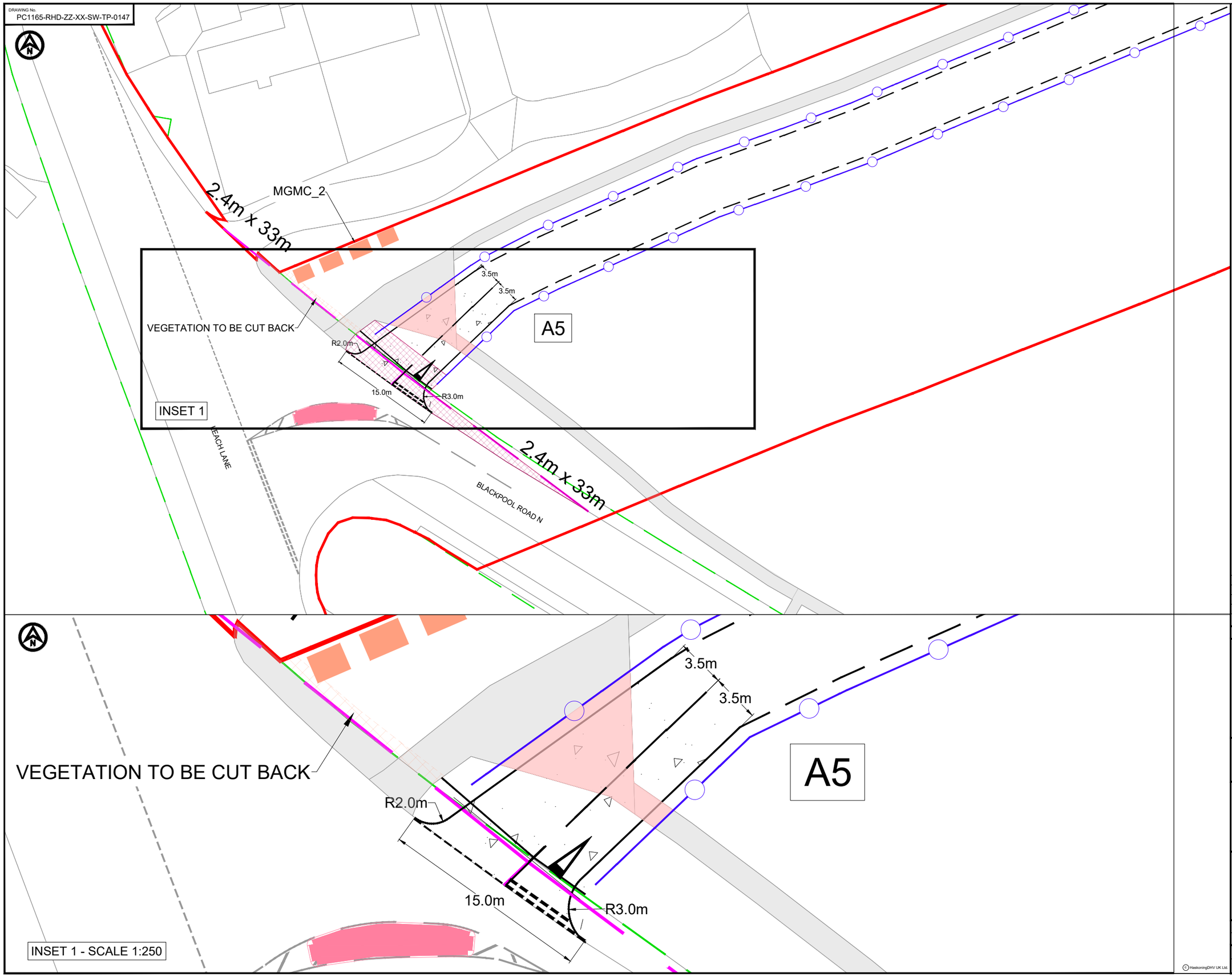
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.05.2023 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0068 — REVISION P03

CLIENT DWG No.

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 guarentee 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
- HEDGROW MGMC_2 TO BE REMOVED (DRAWING BP-GBR-MORG-REG-0185 TPO AND HEDGEROW PLAN SHEET 4 OF 19)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | FENCE LINE AMENDED AND TRAFFIC ISLAND ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 04.04.24 | 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 A5
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 04.04.24 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0147
REVISION P04
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0148

A5

ARTICULATED HGV INGRESS AND EGRESS

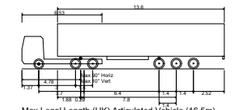
## NOTES

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 23.06.25 | 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 |

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

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566

Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 04.04.2024 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0148

CLIENT DWG No.

REVISION P03

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0002

2.4m x 70m

R13.0m

3.5m

7.5m

4.0m

20.0m

R26.5m

INSET 1 - SCALE 1:250

A6

INSET 1

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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P05 | 15.05.25 | HIGHWAY BOUNDARY ADDED | KP | SKT | SKT |
| P04 | 29.07.24 | 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 |

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

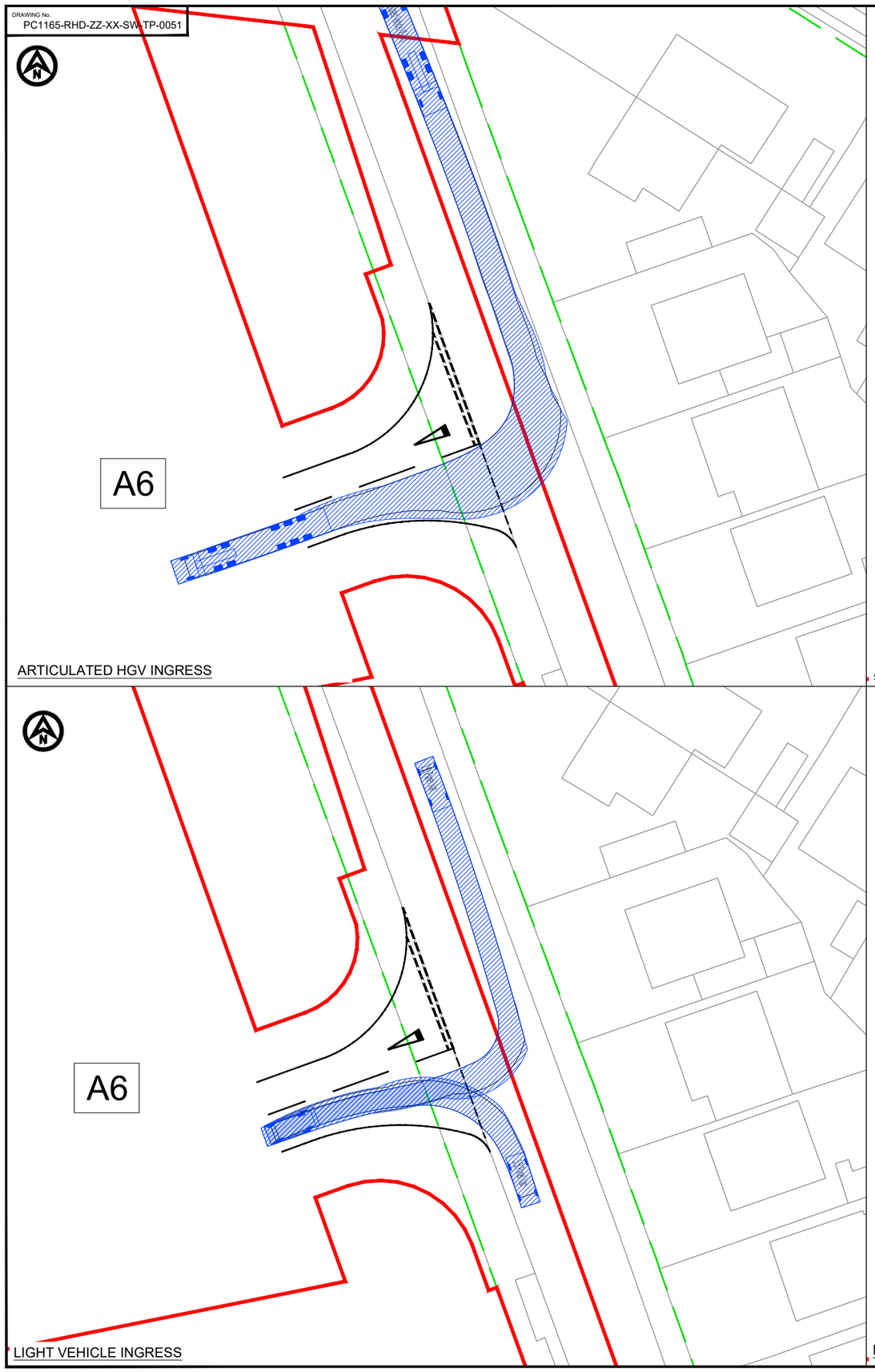
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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-0002
CLIENT DWG No.
REVISION P05

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




ARTICULATED HGV INGRESS


ARTICULATED HGV EGRESS




LIGHT VEHICLE INGRESS



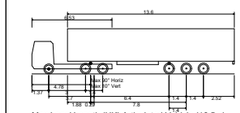

LIGHT VEHICLE EGRESS

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 guarentee the accuracy of data.

KEY

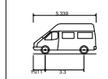
- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY

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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HIGHWAY BOUNDARY ADDED | KP | 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 A6
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

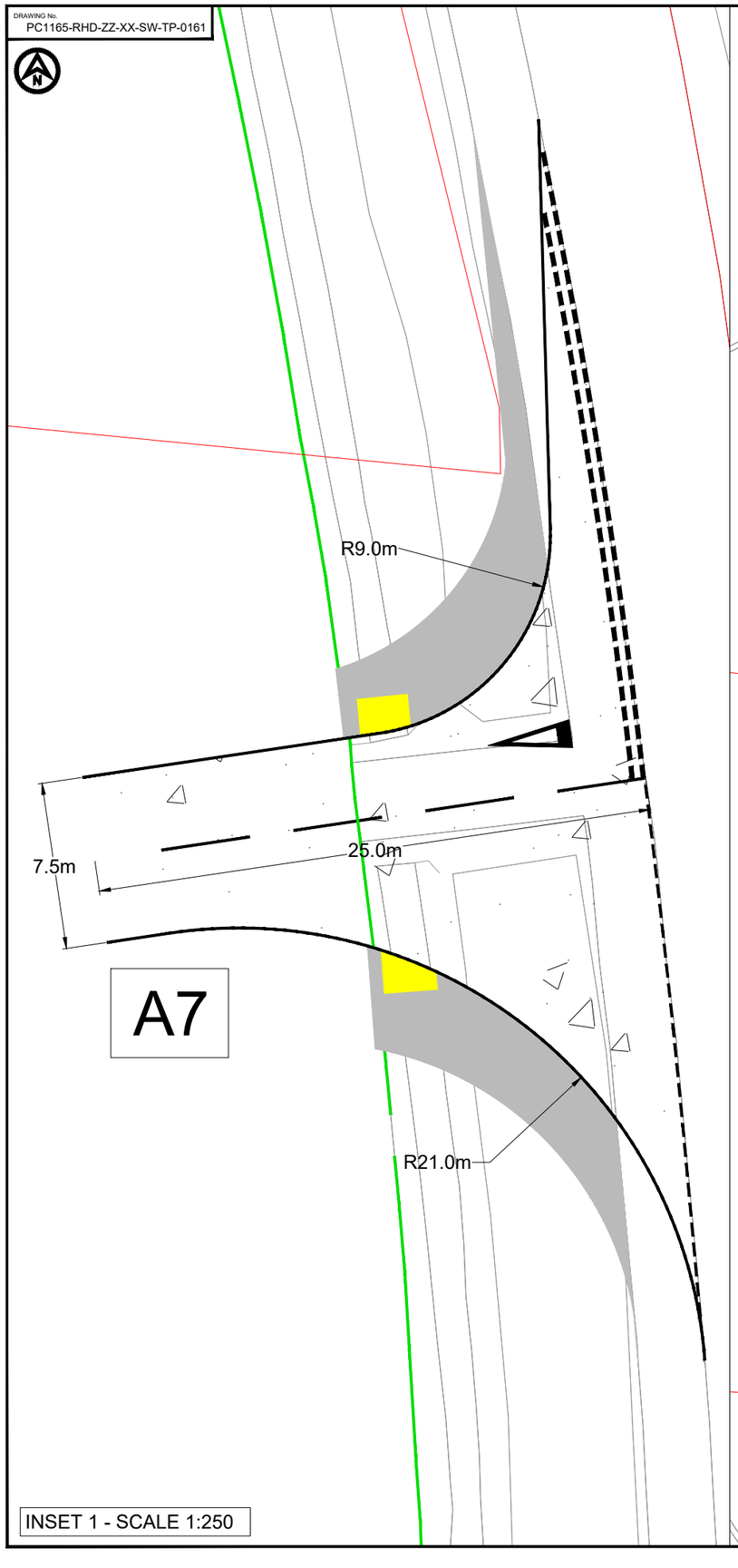

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.2023 | 1:500 | |

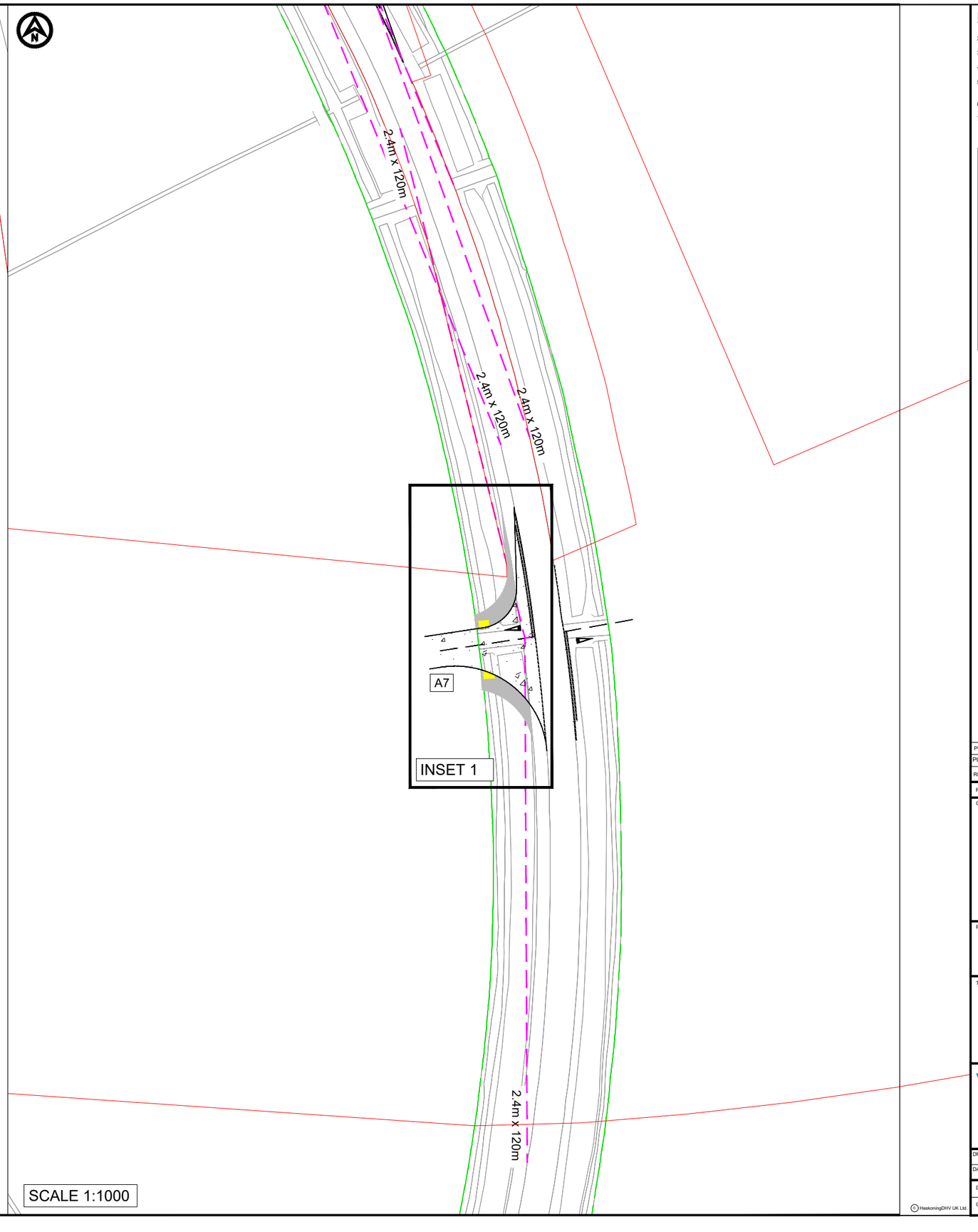
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0051 REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0161




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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 04.08.25 | CHANGE REQUEST | KP | SKT | SKT |
| P01 | 25.07.25 | 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 A7
CHANGE REQUEST
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

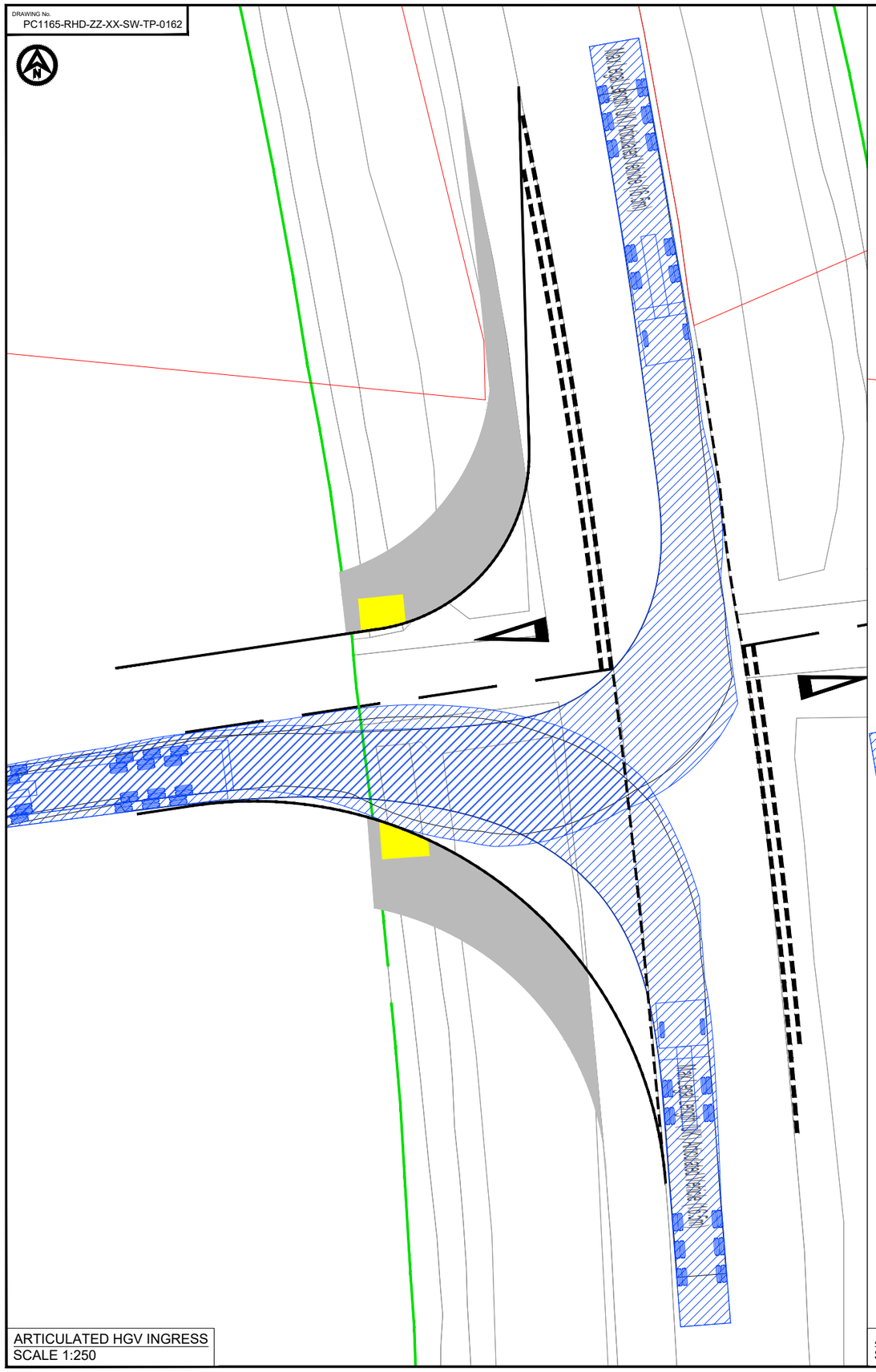
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 25.07.2025 | AS SHOWN | |

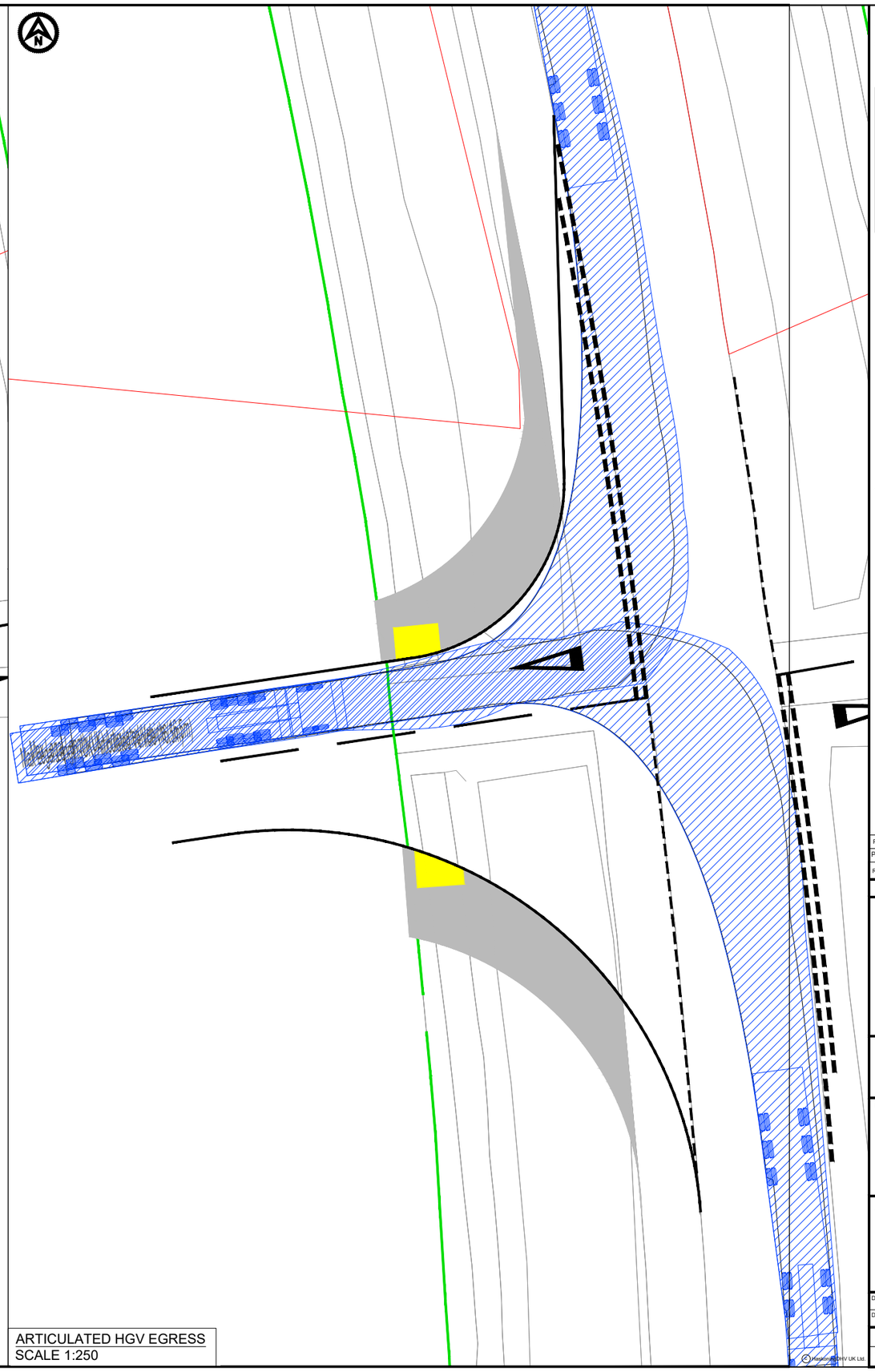
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0161
REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0162




ARTICULATED HGV INGRESS
SCALE 1:250



ARTICULATED HGV EGRESS
SCALE 1:250

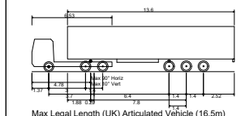
## NOTES

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 guarentee the accuracy of data.

### KEY

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

### VEHICLE TRACKING



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

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 04.08.25 | CHANGE REQUEST | KP | SKT | SKT |
| P01 | 25.07.25 | 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 A7
CHANGE REQUEST
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

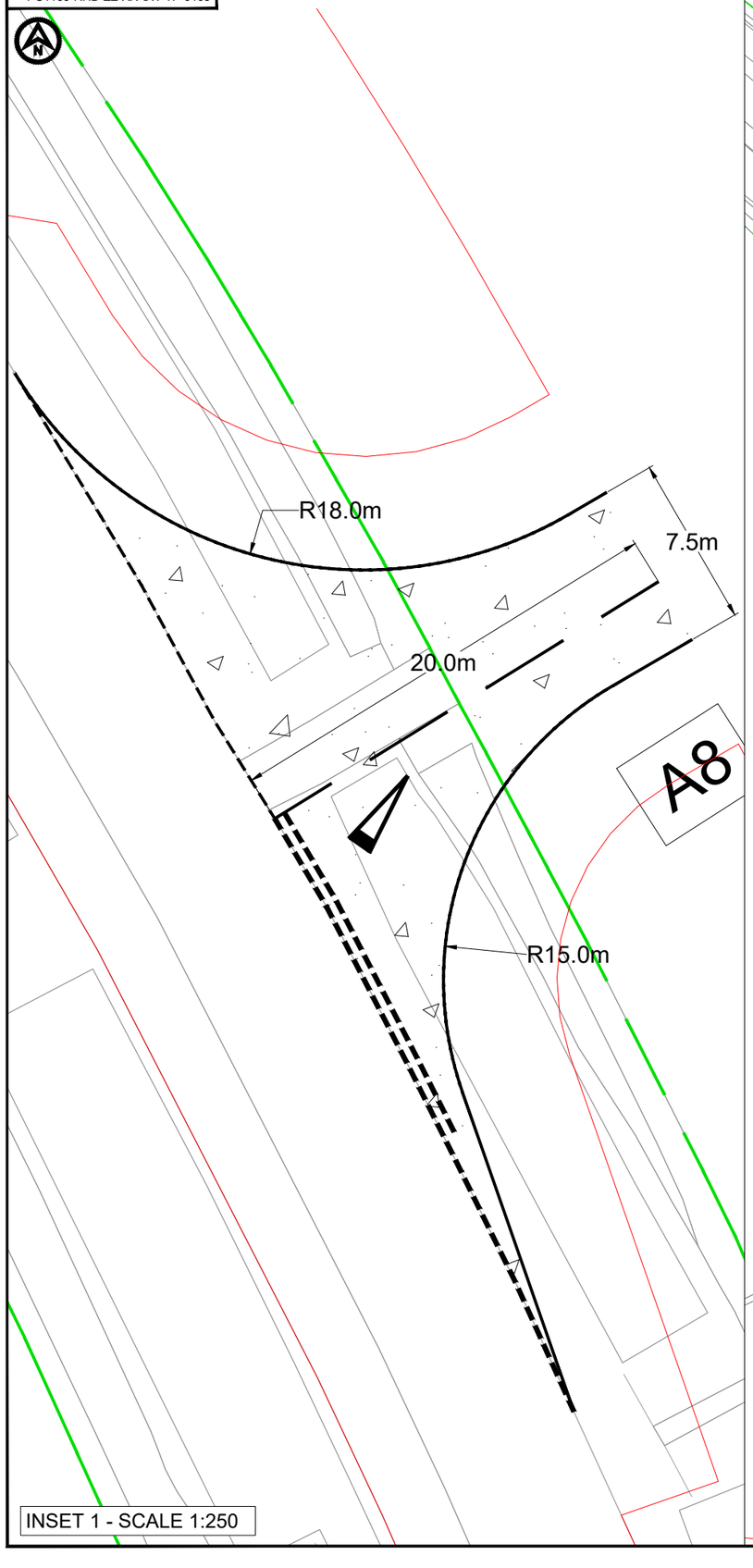
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 25.07.2025 | 1:250 | |

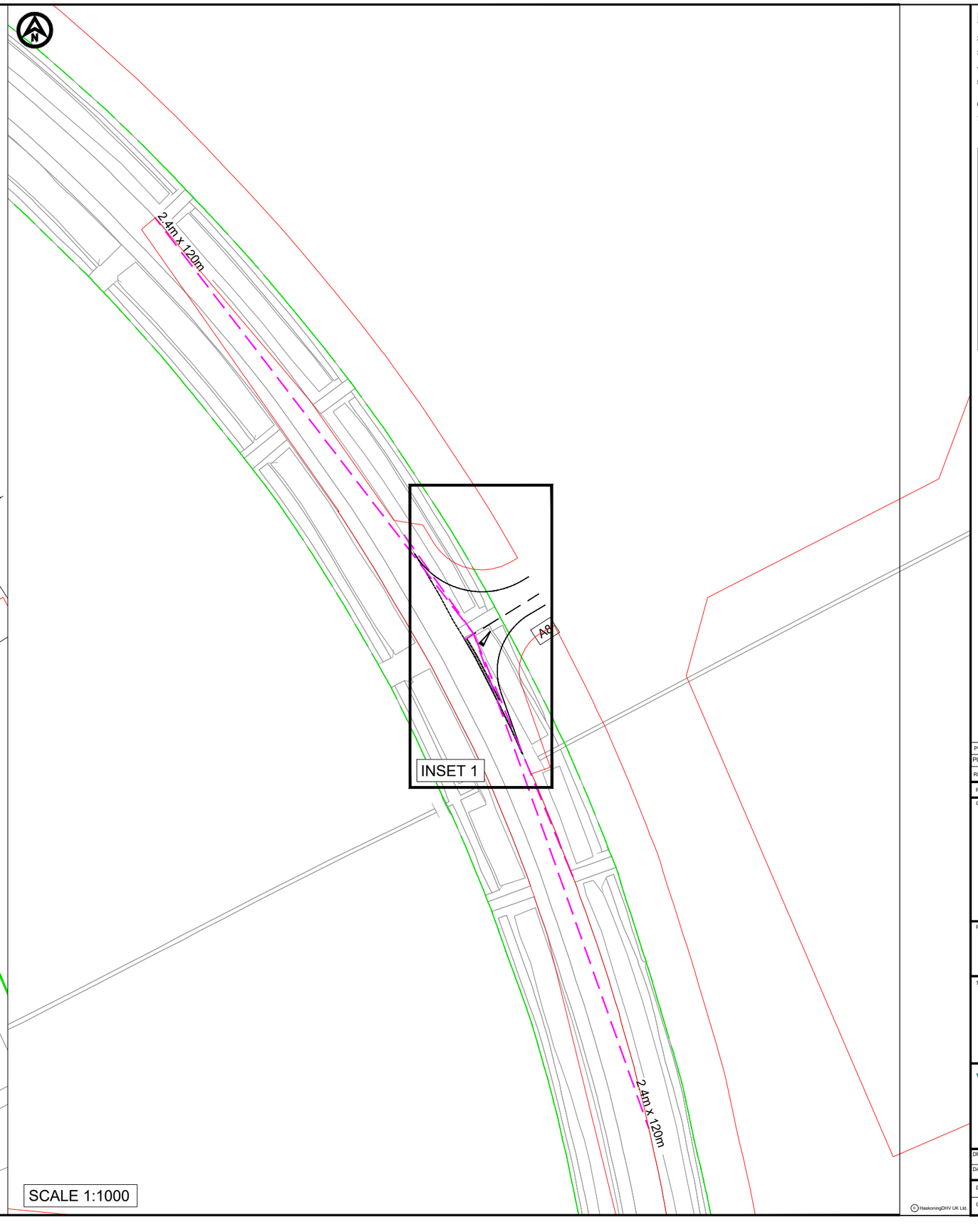
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0162 — REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0163




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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 04.08.25 | CHANGE REQUEST | KP | SKT | SKT |
| P01 | 25.07.25 | 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 A8
CHANGE REQUEST
GENERAL ARRANGEMENT

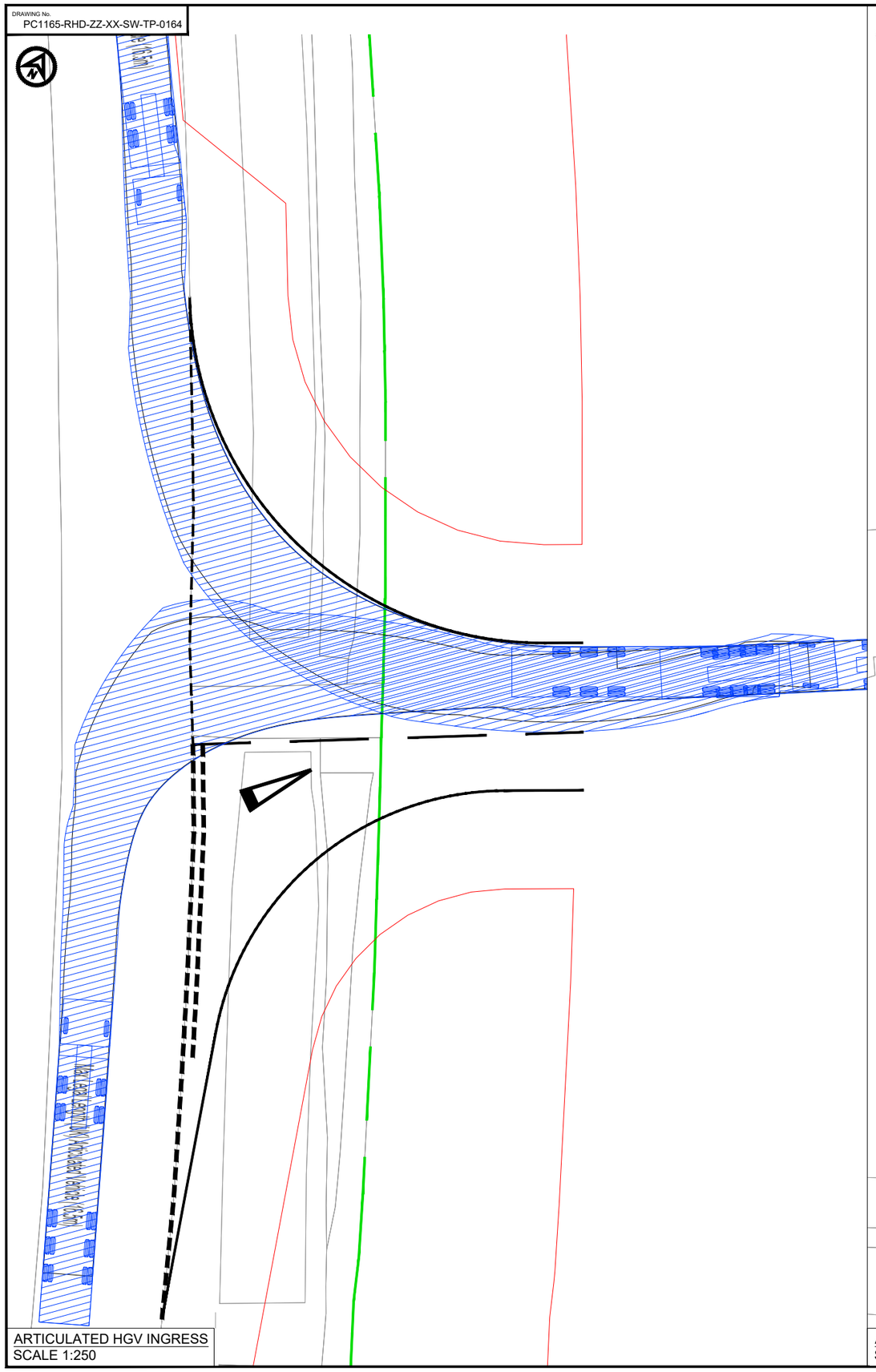
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932.569566
Royal HaskoningDHV
Enhancing Society Together

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

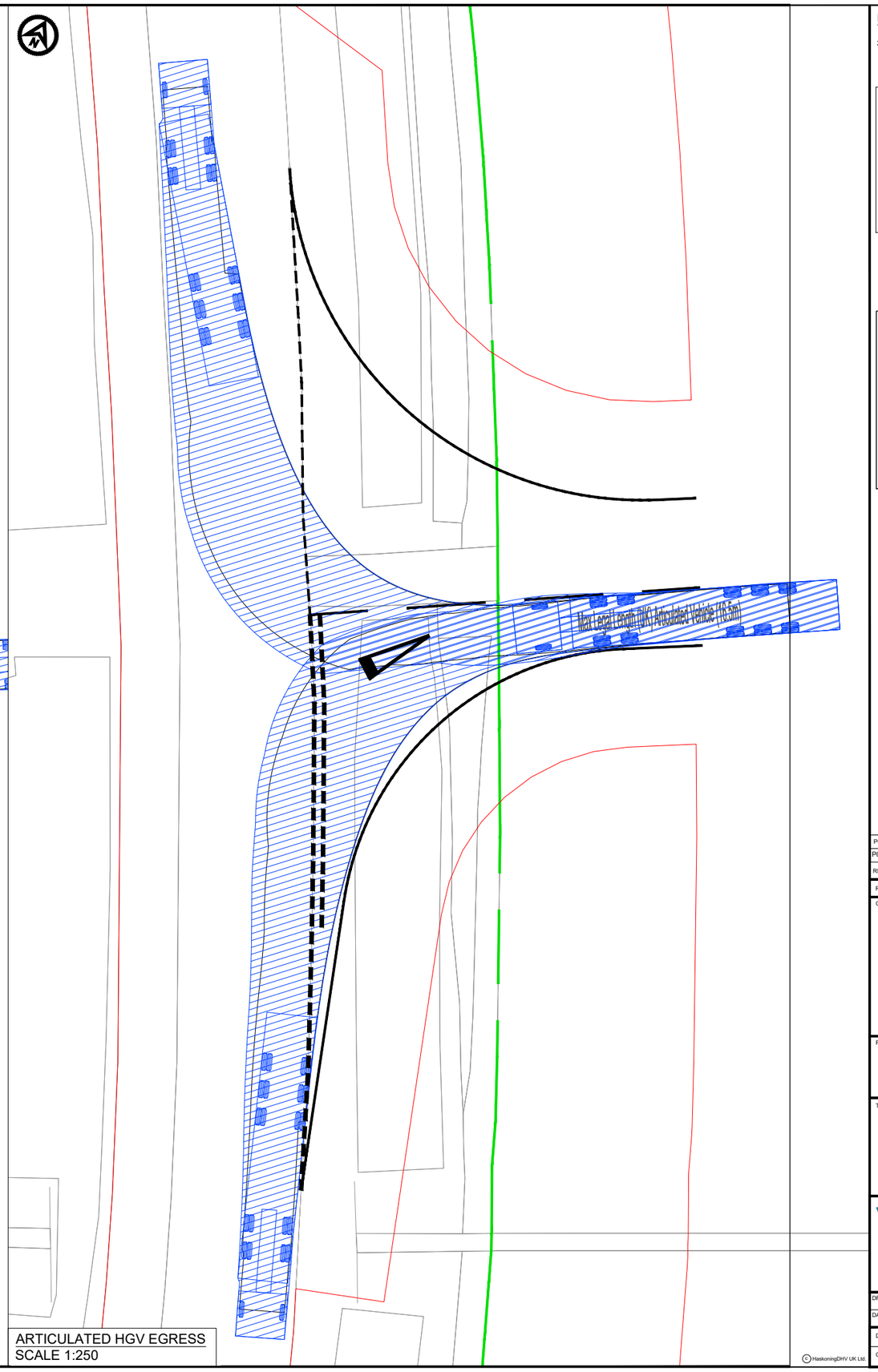
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 25.07.2025 | AS SHOWN | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0163
REVISION P02
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0164




ARTICULATED HGV INGRESS
SCALE 1:250




ARTICULATED HGV EGRESS
SCALE 1:250

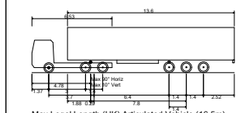


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

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 | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 04.06.25 | CHANGE REQUEST | KP | SKT | SKT |
| P01 | 25.07.25 | 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 A8
CHANGE REQUEST
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 25.07.2025 | 1:250 | |

| DRAWING No. | REVISION |
|---|---|
| PC1165-RHD-ZZ-XX-SW-TP-0164 | P02 |
| CLIENT DWG No. | |

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



## NOTES

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | CHANGE REQUEST | KP | SKT | SKT |
| P03 | 24.06.25 | ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED | KP | SKT | SKT |
| P02 | 16.06.25 | ACCESS 9b ADDED | KP | SKT | SKT |
| P01 | 15.05.25 | FIRST ISSUE | KP | SKT | SKT |

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.05.25 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0007 REVISION P04

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0008


ARTICULATED HGV INGRESS (NORTH)


ARTICULATED HGV EGRESS (NORTH)


LIGHT VEHICLE INGRESS

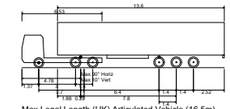

LIGHT VEHICLE EGRESS

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 guarentee 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 | 6.530m |

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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 04.08.25 | CHANGE REQUEST | KP | SKT | SKT |
| P03 | 24.06.25 | ACCESS 9b REMOVED AND 9a GEOMETRY AMENDED | KP | SKT | SKT |
| P02 | 12.06.25 | ACCESS 9b ADDED | KP | SKT | SKT |
| P01 | 15.05.25 | FIRST ISSUE | KP | SKT | SKT |

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
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

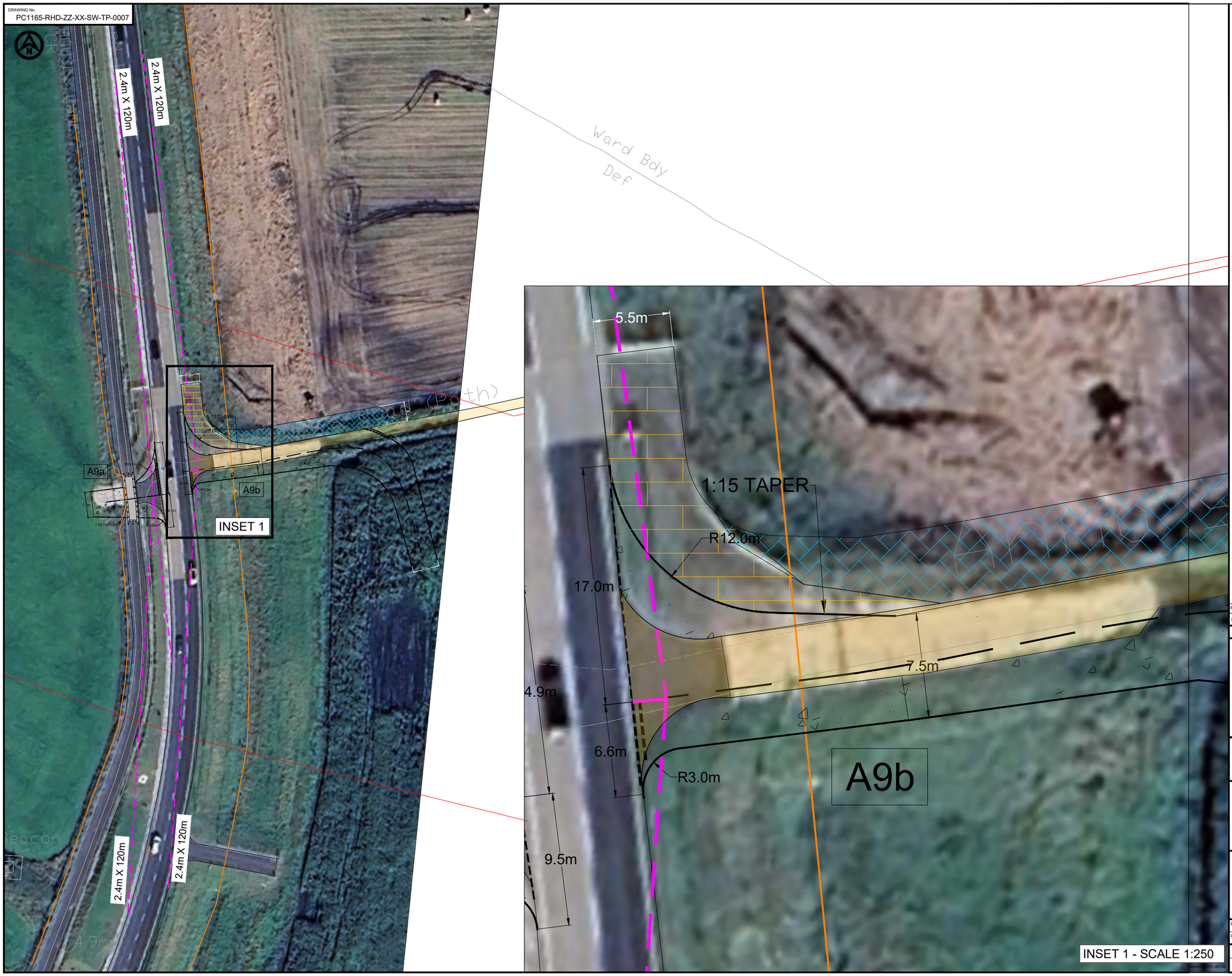

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.05.2025 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0008 REVISION P04

CLIENT DWG No.

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




## NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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
- EXISTING BRIDLEWAY BW0502016
- 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 BOUND 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 04.08.25 | 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

ACCESS A9b
CHANGE REQUEST
GENERAL ARRANGEMENT


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566

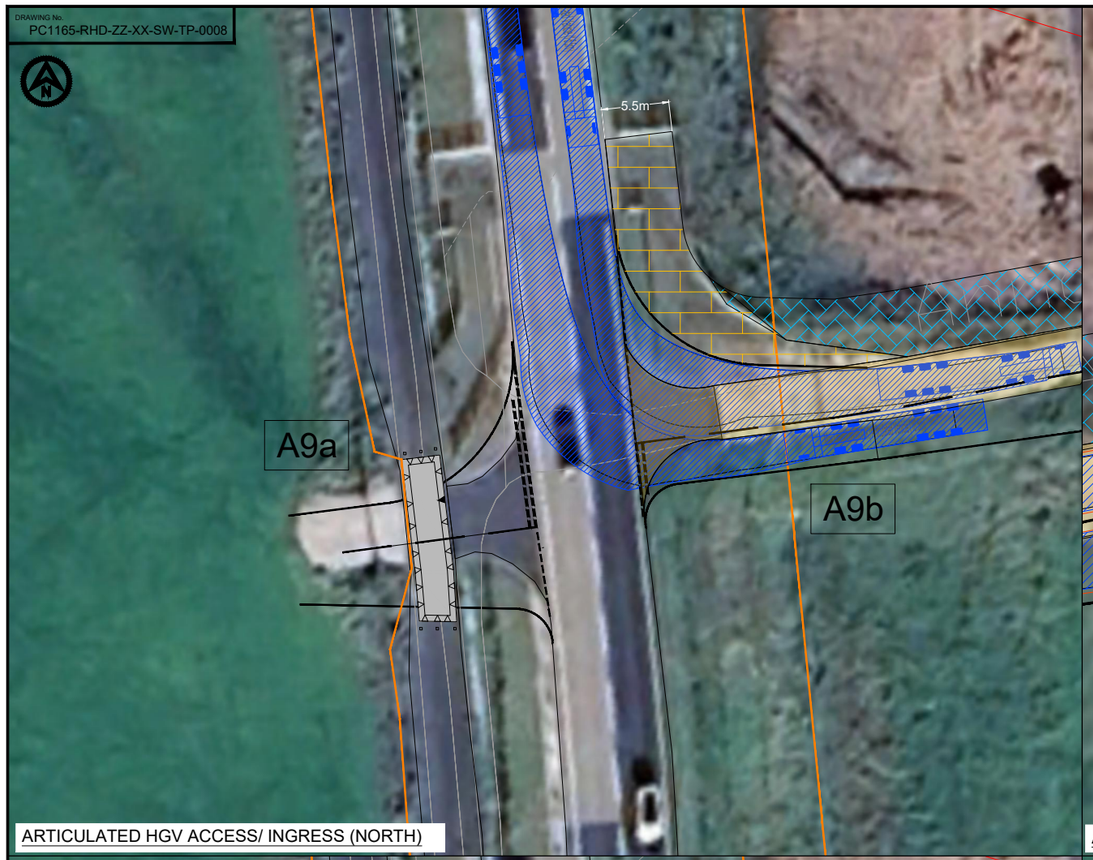

Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 04.08.2025 | 1:1000 | |

| DRAWING No. | REVISION |
|---|---|
| PC1165-RHD-ZZ-XX-SW-TP-0165 | P01 |
| CLIENT DWG No. | |

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0008




ARTICULATED HGV ACCESS/ INGRESS (NORTH)


ARTICULATED HGV ACCESS/ INGRESS - INTERNAL


LIGHT VEHICLE INGRESS

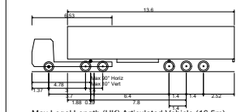

LIGHT VEHICLE EGRESS

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 guarentee the accuracy of data.

KEY

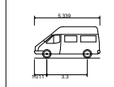
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- ASSUMED HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- EXISTING BRIDLEWAY BW0502016
- EXISTING BRIDLEWAY CROSSING FACILITY
- PROPOSED EXTENSION OF THE EXISTING BRIDLEWAY FACILITY TYING INTO THE EXISTING BRIDLEWAY

VEHICLE TRACKING



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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 04.08.25 | 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

ACCESS A9b
CHANGE REQUEST
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together


| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 04.08.2025 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0166
REVISION P01
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0084

PROPOSED WARNING SIGN

2.4m x 120m

2.4m x 120m

HEDGEROW MG_2 & MGMC_17

INSET 2

A11

HEDGEROW MG_3

HEDGEROW MGMC_17 & MC_4

A10

INSET 1

HEDGEROW MGMC_16 & MC_3

Pond

2.4m x 120m

2.4m x 120m

## 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 guarentee 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 SPLAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGREOWS MG_2, MGMC_17, MC_3, MGMC_16 & MG_3 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN (NOTE 7)

A10

4.6m

7.5m

18.0m

INSET 1 - SCALE 1:250

7.5m

18.0m

A11

INSET 2 - SCALE 1:250

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | HEDGEROW MG_3 AMENDED, TS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE | AA | SKT | SKT |

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0084 REVISION P04

CLIENT DWG No.

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

2.4m x 120m
2.4m x 120m
4.6m
HEDGEROW MGMC_17 & MC_4
HEDGEROW MGMC_16 & MC_3
HEDGEROW MC_4
HEDGEROW MC_3
A13
INSET 2
7.5m
18.0m
A12
INSET 1
7.5m
18.0m
2.4m x 120m
2.4m x 120m
PROPOSED WARNING SIGN
FB

A12
7.5m
18.0m
INSET 1 - SCALE 1:250

A13
7.5m
18.0m
INSET 2 - SCALE 1:250

NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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 HEDGREOWS MGMC_17, MC_4, MC_3, MGMC_16 & MG_3 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN (NOTE 7)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | LAYOUT AMENDED, WARNING SIGNS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 30.04.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 31.05.23 | FIRST ISSUE | AA | SKT | SKT |

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

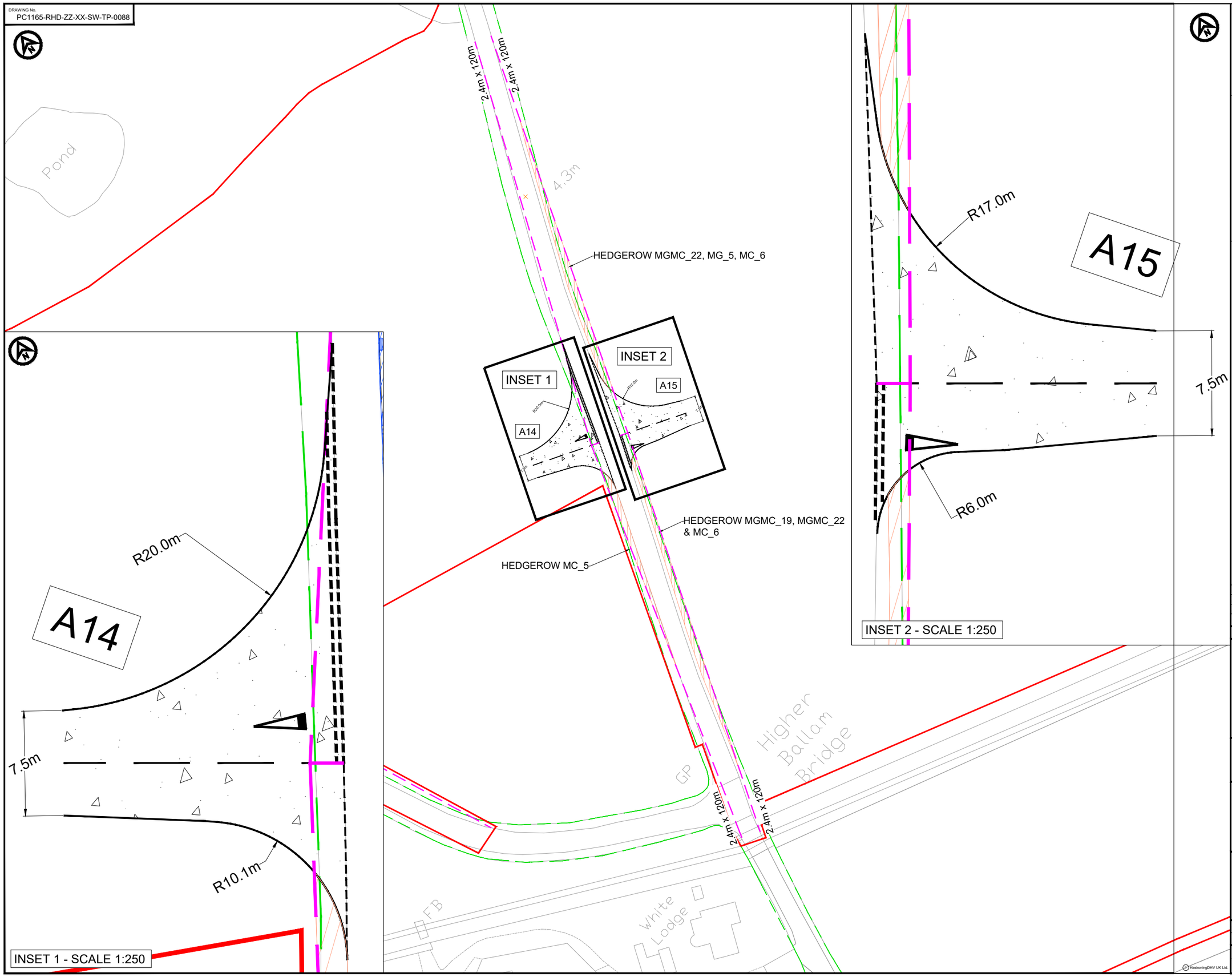
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0086
CLIENT DWG No.
REVISION P04

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0088




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 guarentee 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 HEDGREOWS MG_5, MGMC_22, MC_6, MC_5, MG_4 & MGMC_19 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

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

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

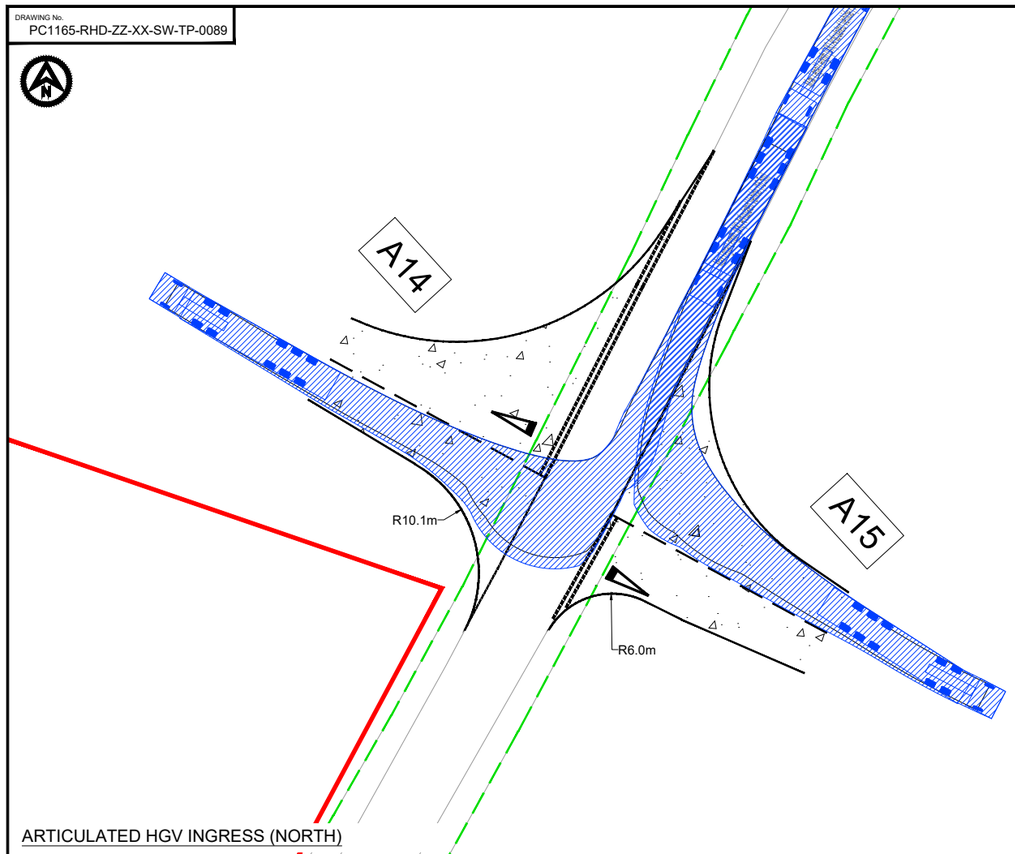

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together


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

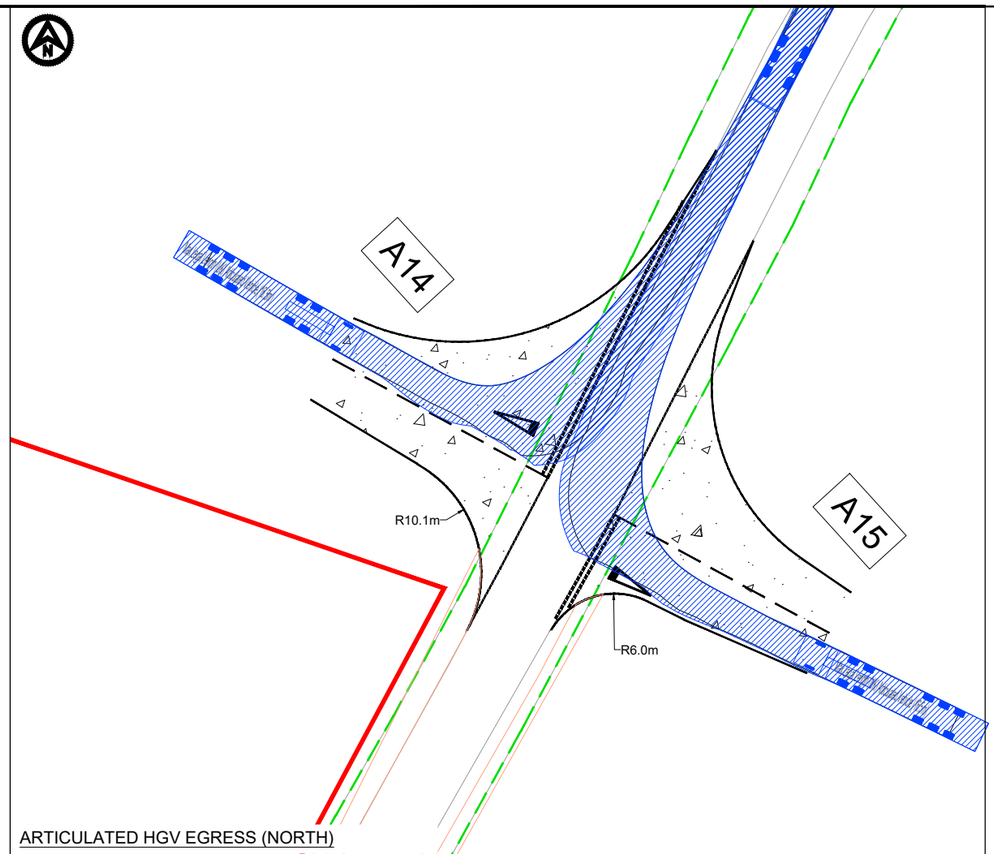
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0088
REVISION P03
CLIENT DWG No.

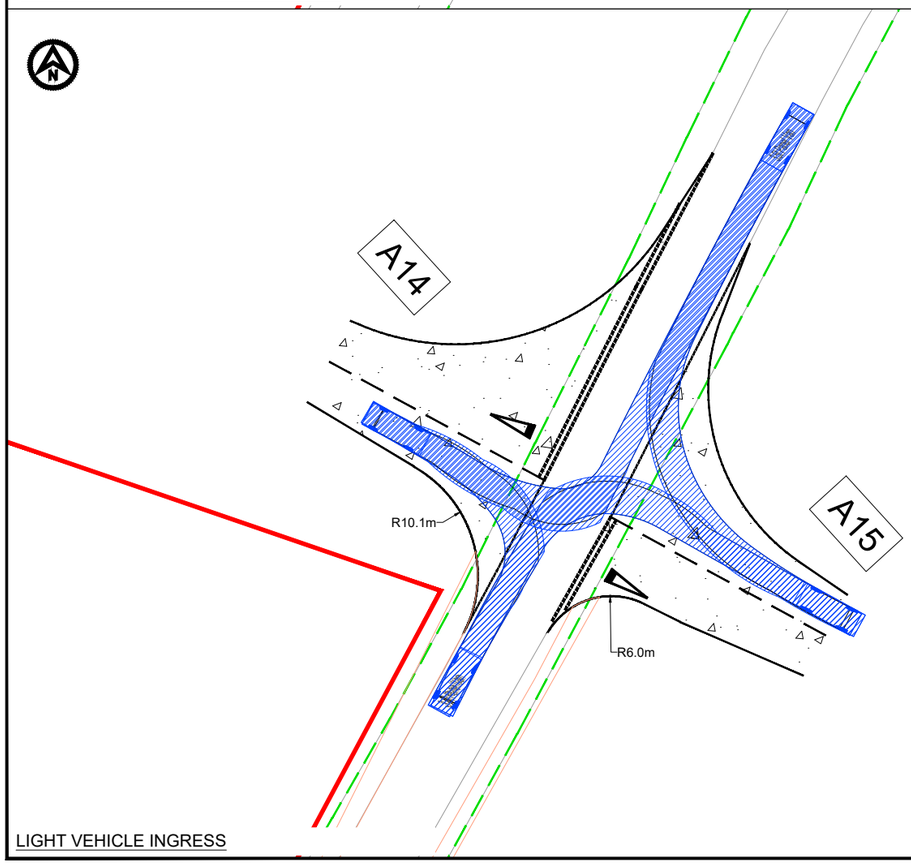
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0089



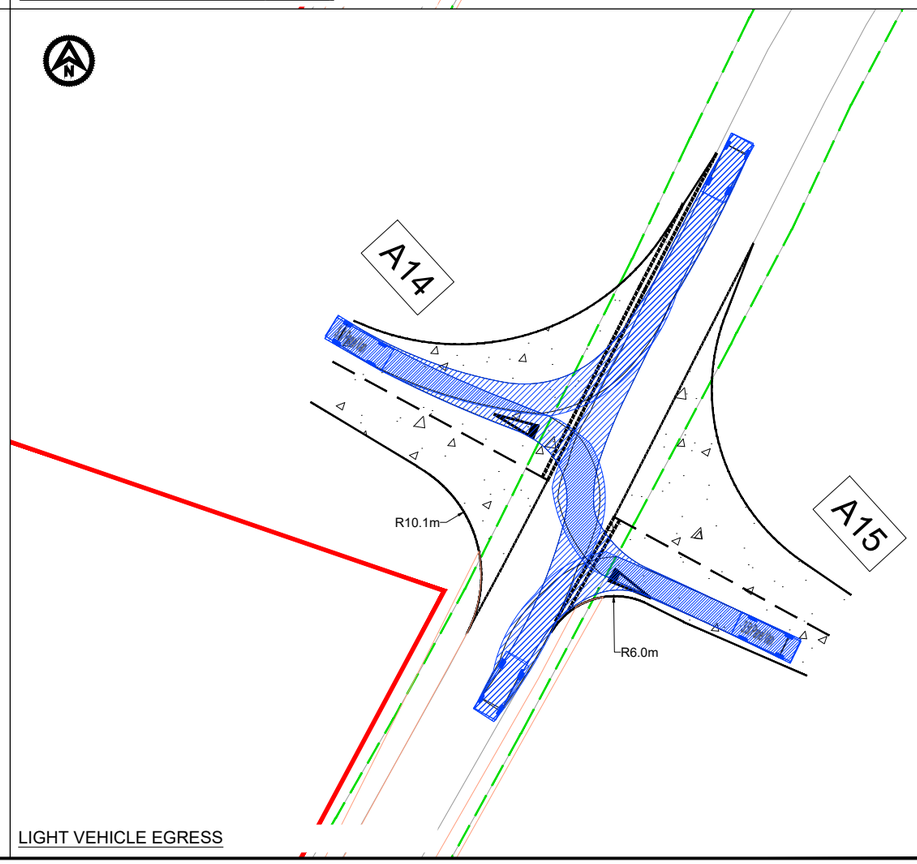

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS



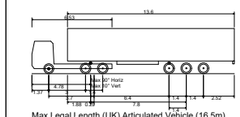

LIGHT VEHICLE EGRESS

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 guarentee the accuracy of data.

KEY

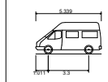
- EXISTING ARRANGEMENT
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY

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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 31.05.23 | 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 A14 AND A15 SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569


Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0089 | REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0090

Drain

Lawns Wood

BALLAM ROAD

2.4m x 120m

2.4m x 120m

HEDGEROW MG_5

HEDGEROW MG_4

INSET 1

INSET 2

A18

A17

HEDGEROW MGMC_22

HEDGEROW MG_4

4.3m

2.4m x 120m

2.4m x 120m

R14.0m

A18

8.0m

R6.0m

INSET 2 - SCALE 1:250

R15.0m

8.0m

A17

R10.0m

INSET 1 - SCALE 1:250

NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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 HEDGREOWS MGMC_22, MG_5, MG_4 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

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

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

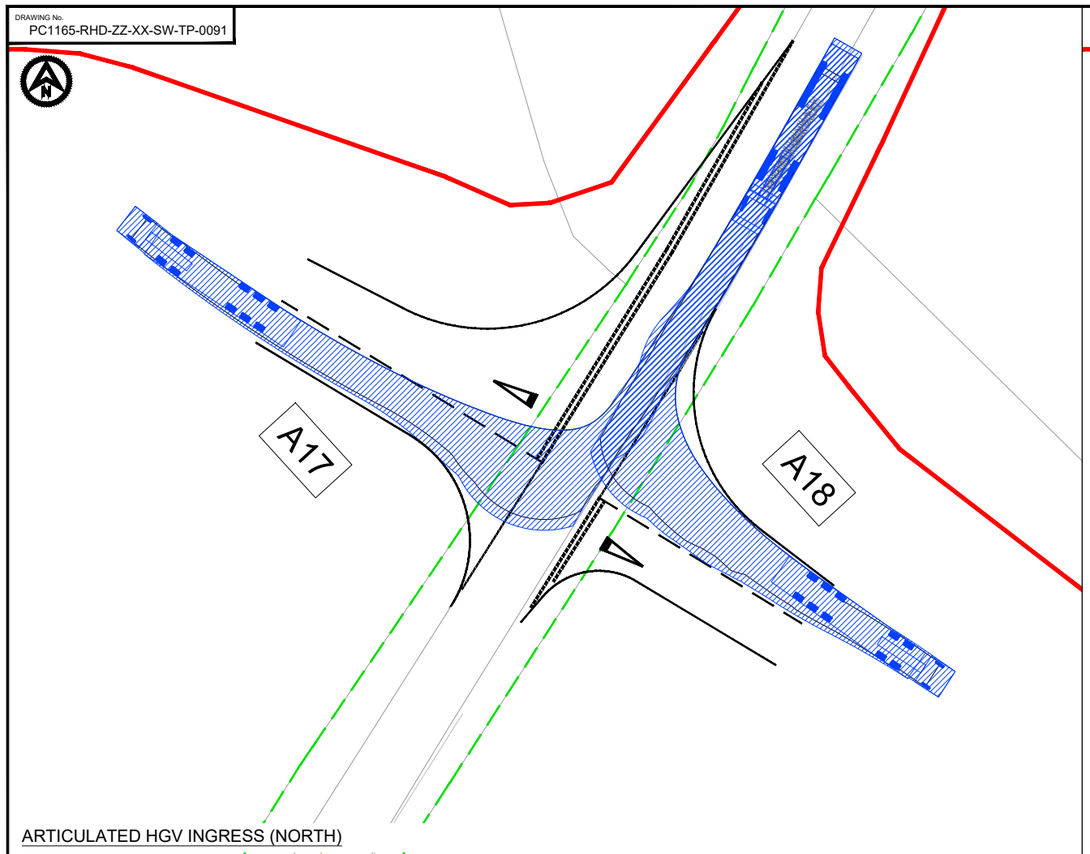
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

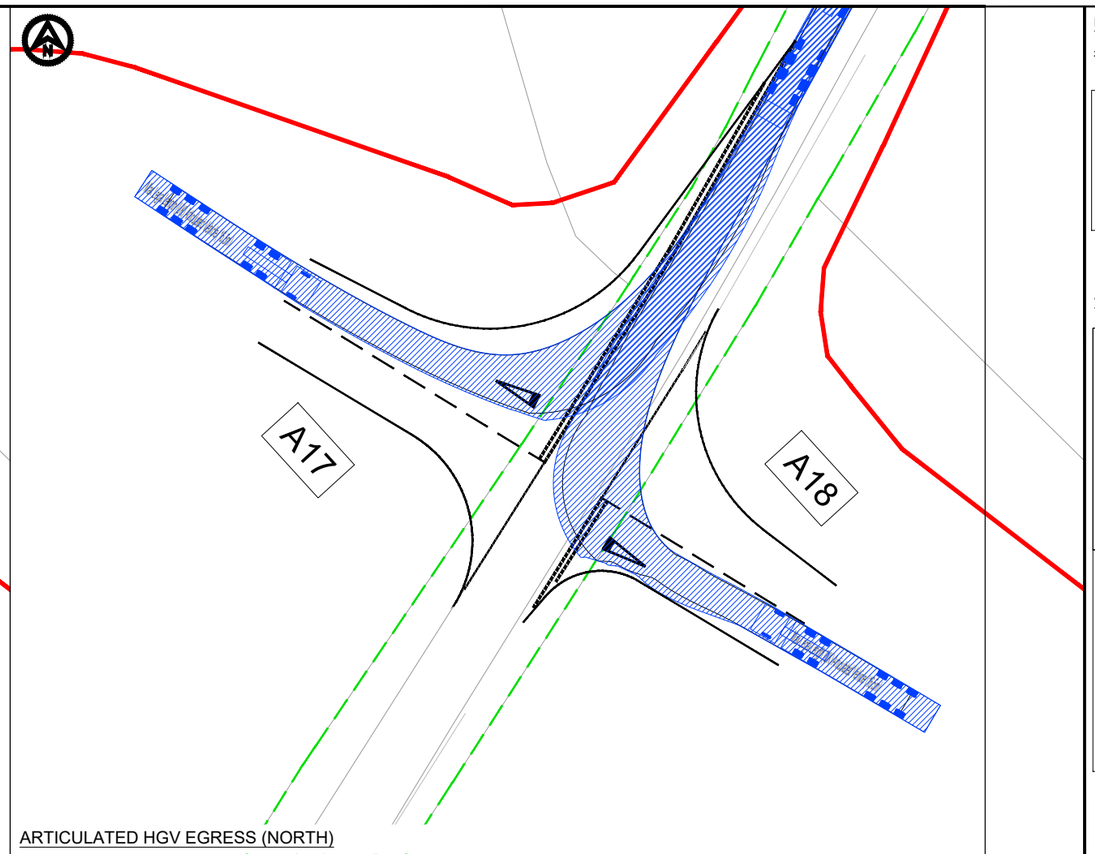
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0090 REVISION P03

CLIENT DWG No.

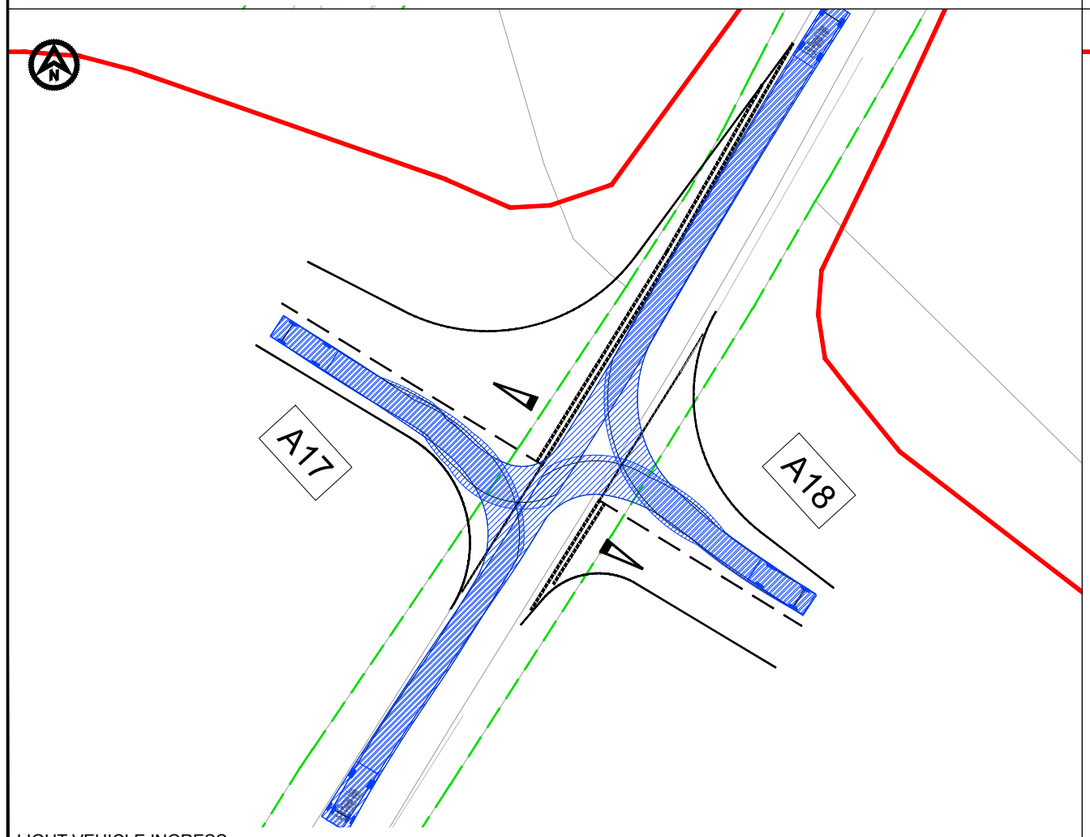
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0091




ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS

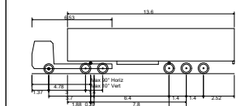

LIGHT VEHICLE EGRESS

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 guarentee 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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 31.05.23 | 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 A17 AND A18
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569


Royal HaskoningDHV
Enhancing Society Together

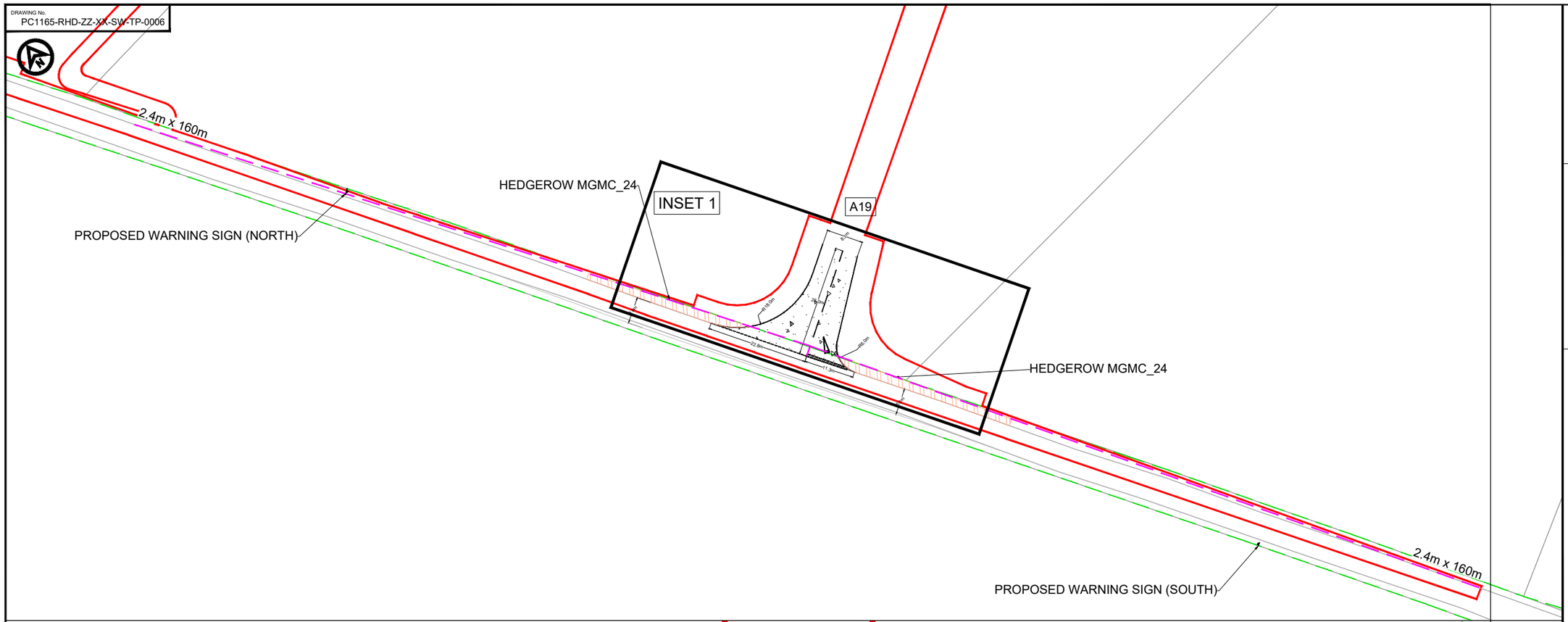
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

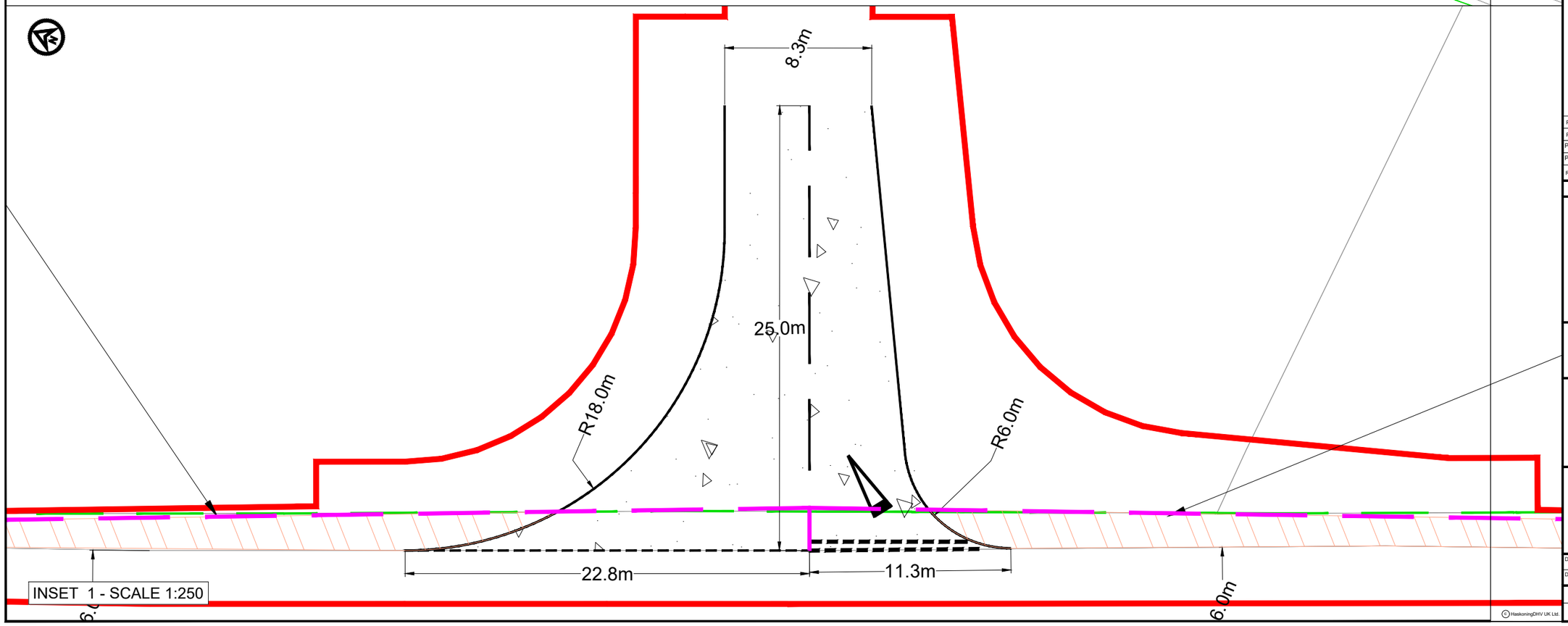
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0091
REVISION P02

CLIENT DWG No.

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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | WARNING SIGNS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 12.01.24 | FIRST ISSUE | AA | SKT | SKT |

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

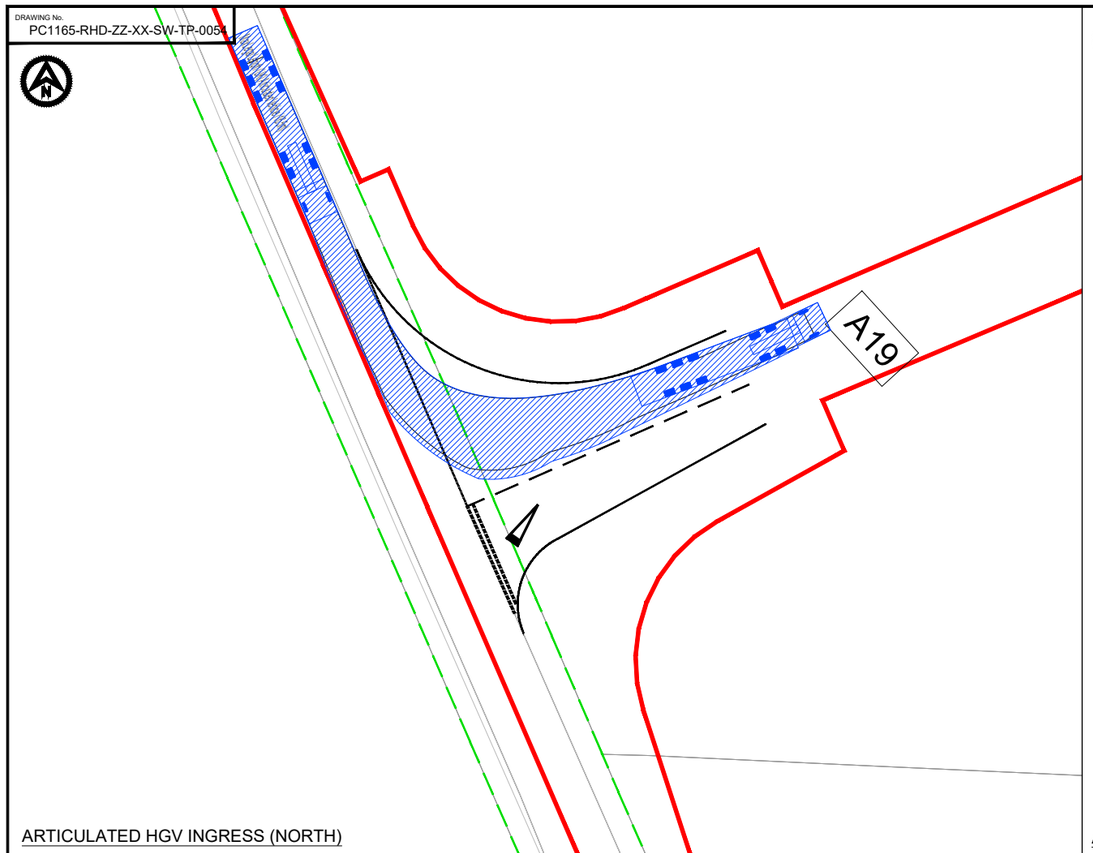
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

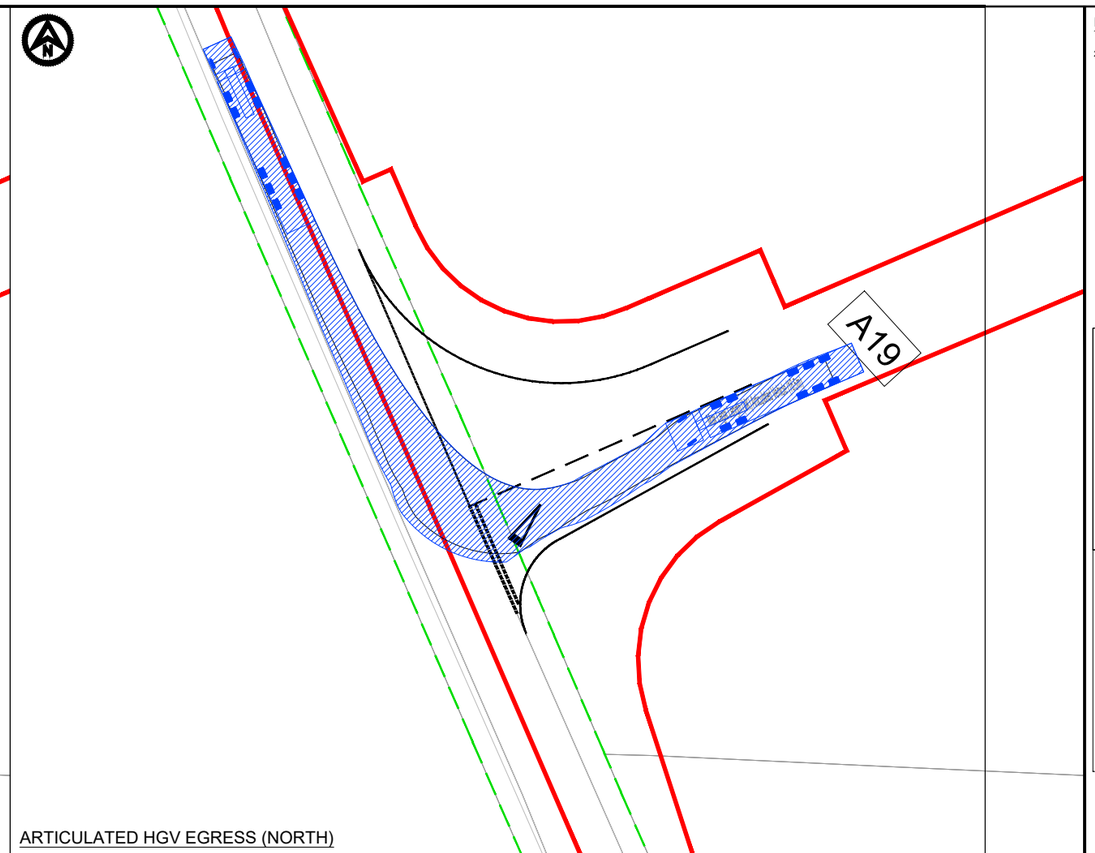
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 12.01.2024 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0006
REVISION P04
CLIENT DWG No.

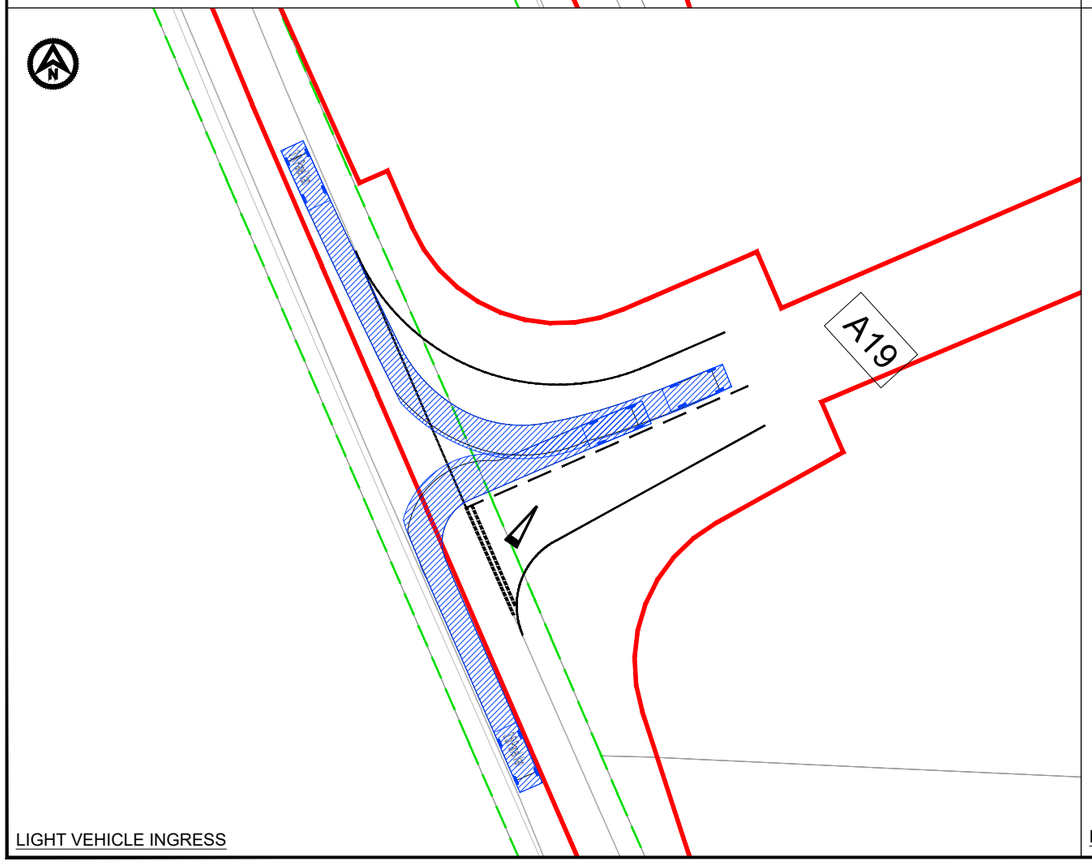
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0054




ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS

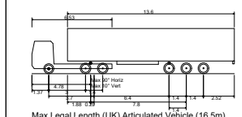

LIGHT VEHICLE EGRESS



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 guarentee the accuracy of data.

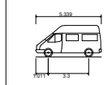
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 12.01.24 | 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 A19
SWEPT PATH ANALYSIS

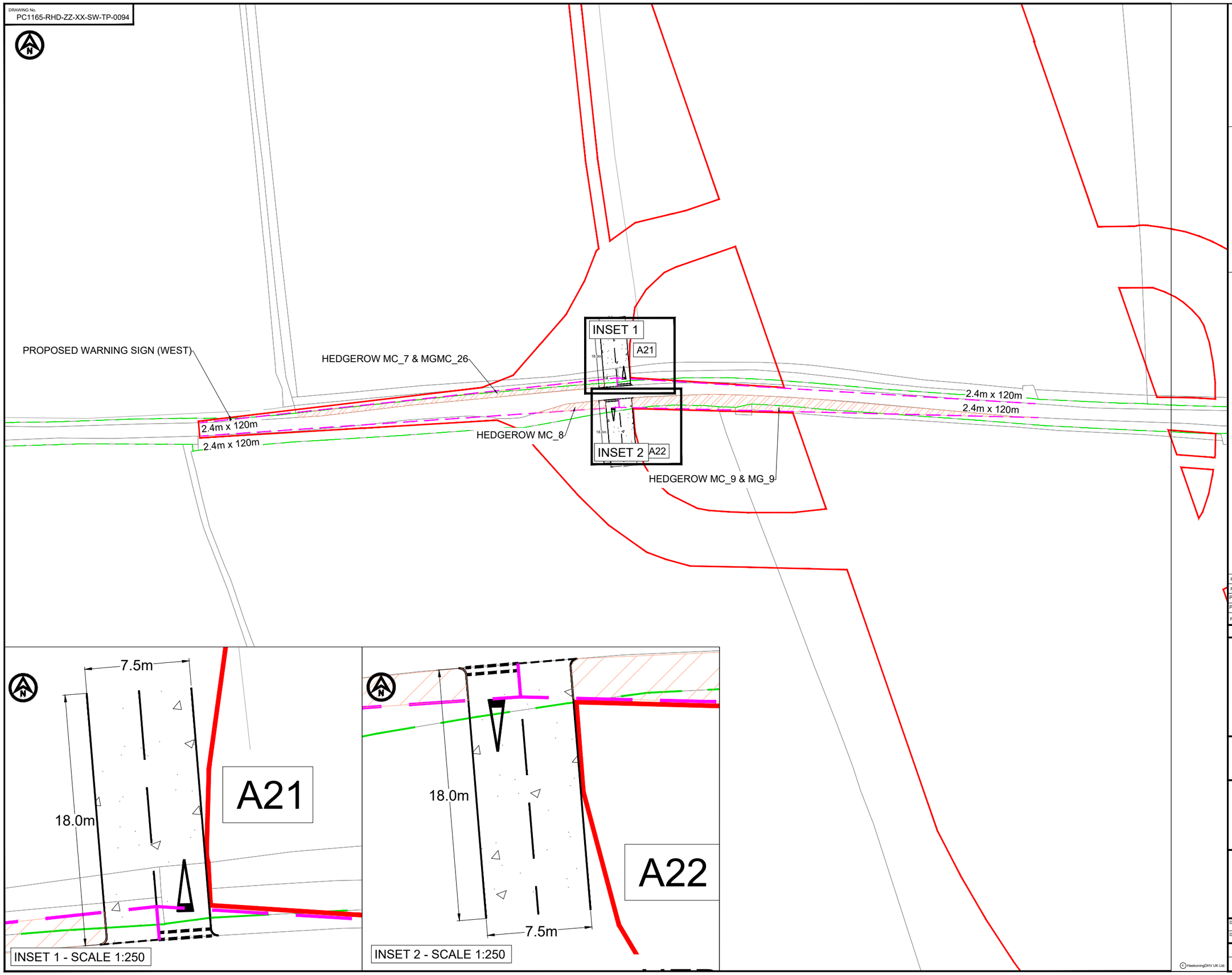
Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595568
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 12.01.2024 | 1:500 | |

| DRAWING No. | REVISION |
|---|---|
| PC1165-RHD-ZZ-XX-SW-TP-0054 | P02 |
| CLIENT DWG No. | |

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0094







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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | WARNING SIGNS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 31.05.23 | 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

CROSSING A21 AND A22 GENERAL ARRANGEMENT


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together


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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0094 REVISION P04

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0093

PROPOSED WARNING SIGN (WEST)

HEDGEROW MC_10, MGMC_27 & MG_6

A23

INSET 1

HEDGEROW MG_6

2.4m x 120m

2.4m x 120m

HEDGEROW MC_7

INSET 2

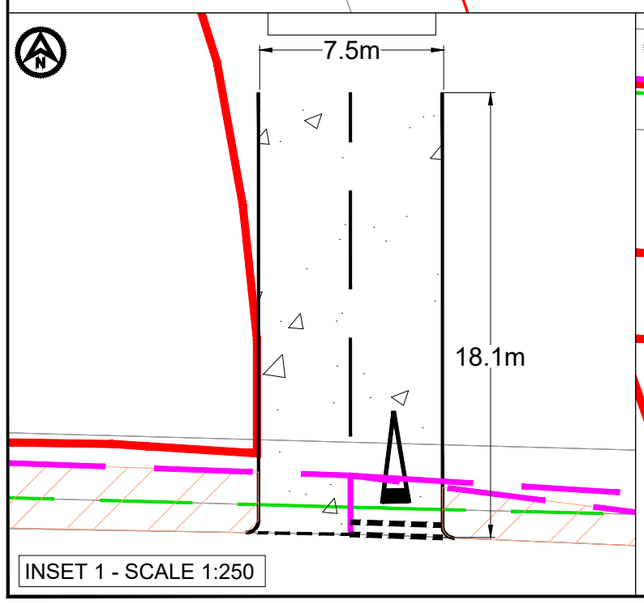
A24

2.4m x 120m

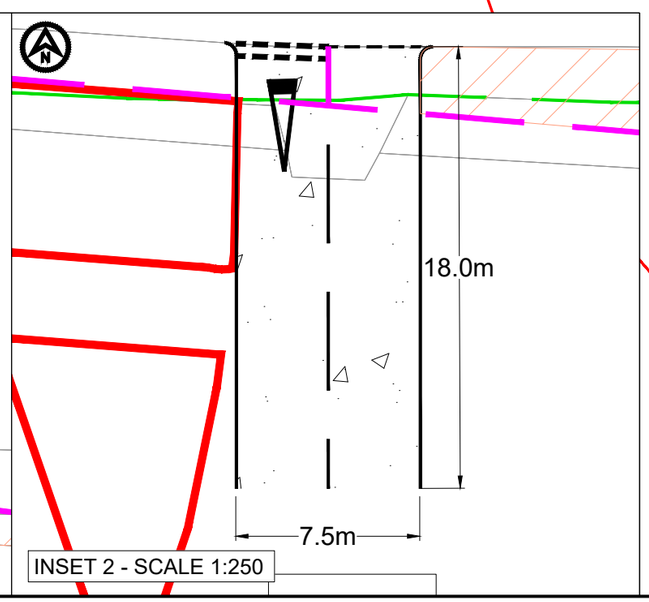
2.4m x 120m

HEDGEROW MG_11, MGMC_28 & MG_10

PROPOSED WARNING SIGN (EAST)




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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | WARNING SIGNS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P02 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P01 | 31.05.23 | 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

CROSSING A23 AND A24 GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1832 [redacted]
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 31.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0093

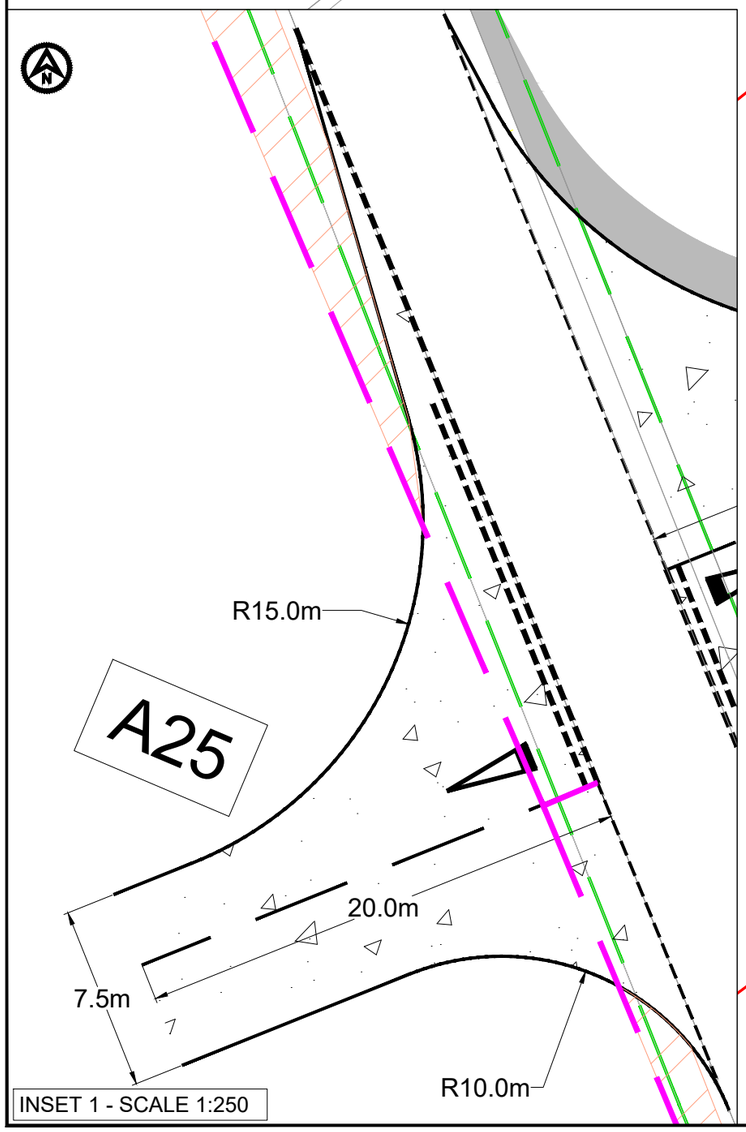
CLIENT DWG No.

REVISION P04

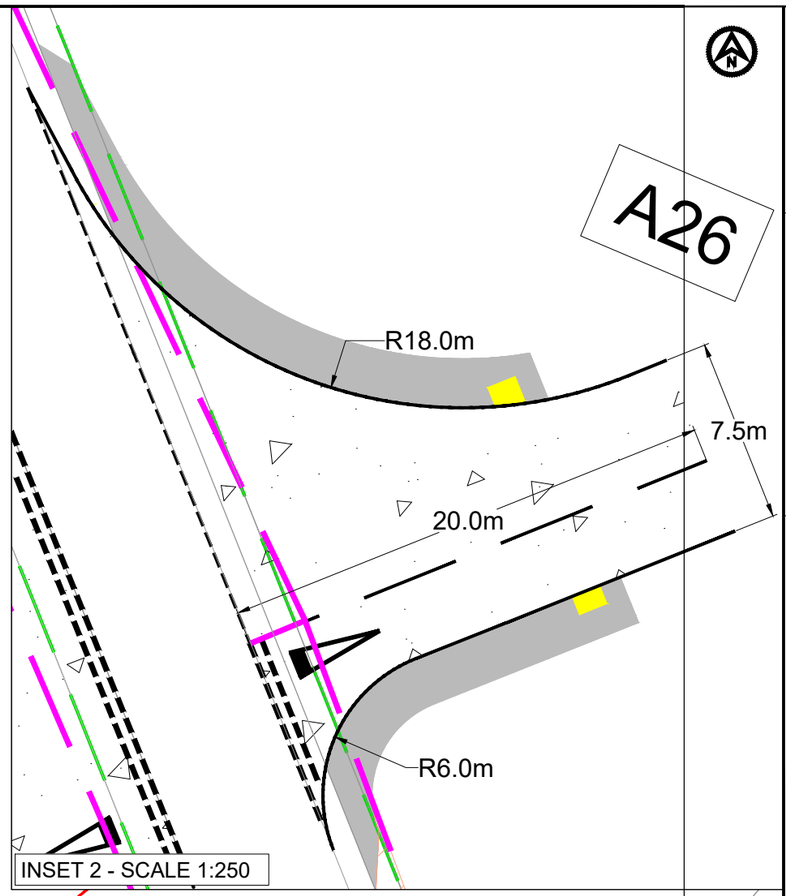
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0011

2.4m x 160m
2.4m x 160m
PROPOSED WARNING SIGN
HEDGEROW MG_13 & MGMC_30
HEDGEROW MG_14 & MGMC_31
HEDGEROW MG_13 & MGMC_30
2.4m x 160m
2.4m x 160m

A26
INSET 1
INSET 2
A25



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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | FOOTWAY AROUND A26 AMENDED, SIGNS ADDED | KP | SKT | SKT |
| P03 | 15.05.25 | HW BOUNDARY AND HEDGEROW CLEARNCE 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 |

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

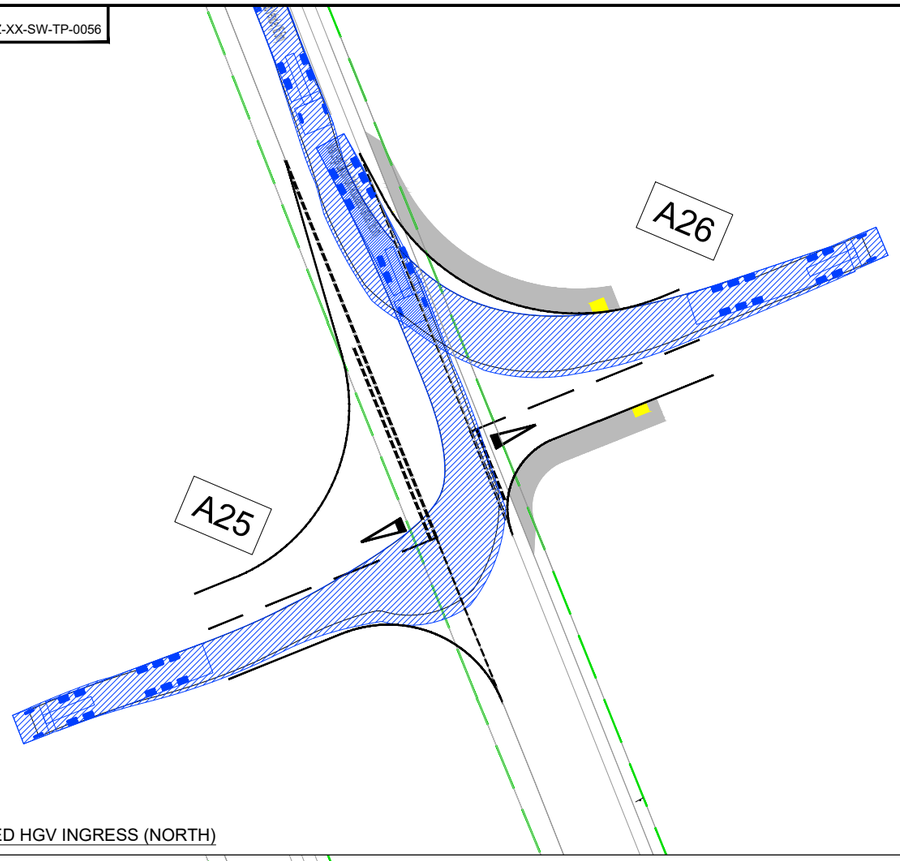
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

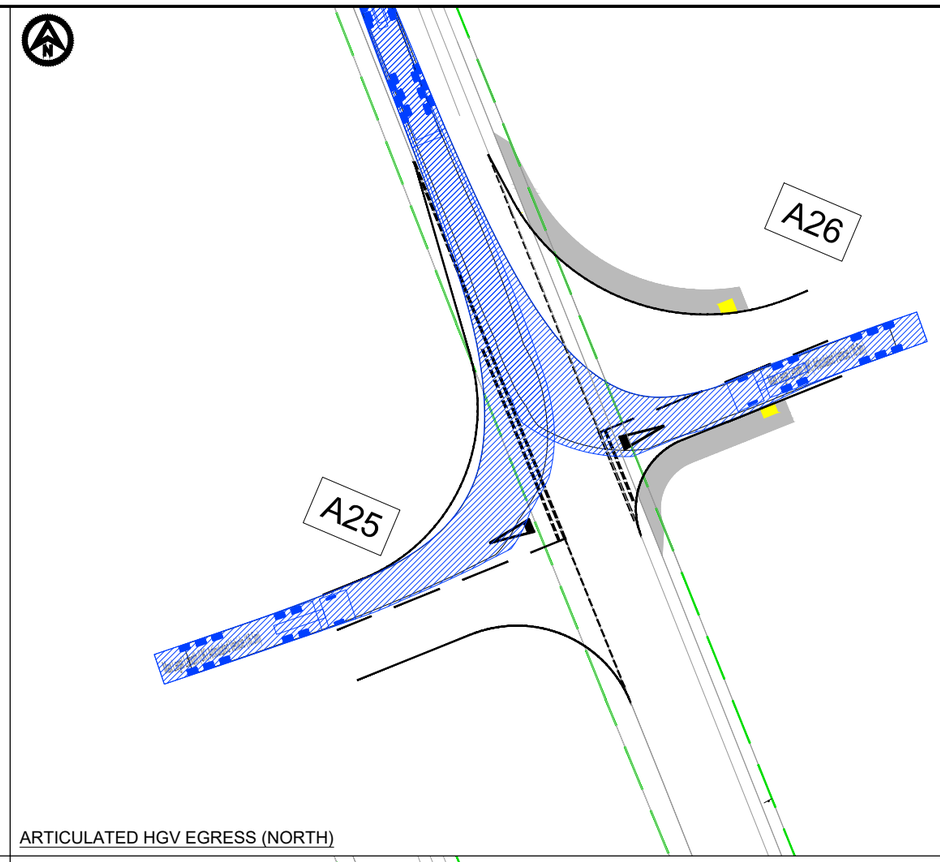
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0011
REVISION P04
CLIENT DWG No.

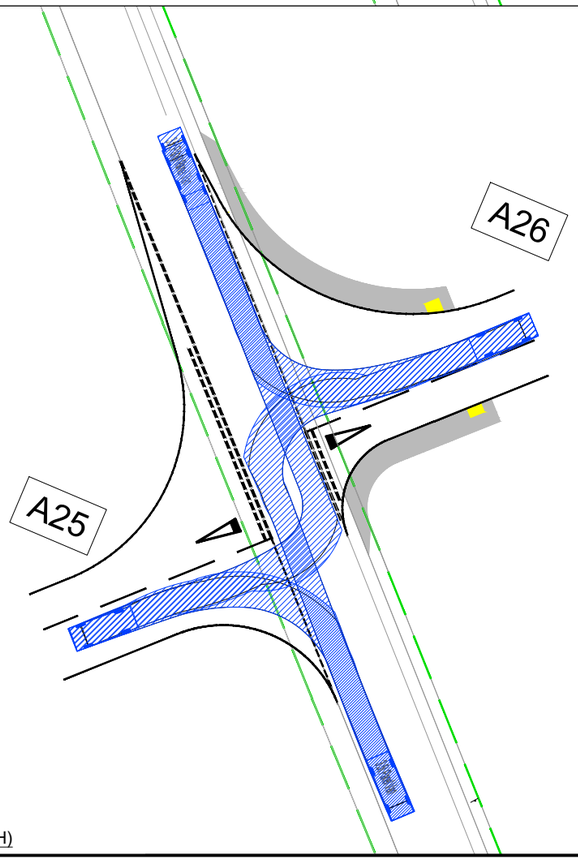
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0056



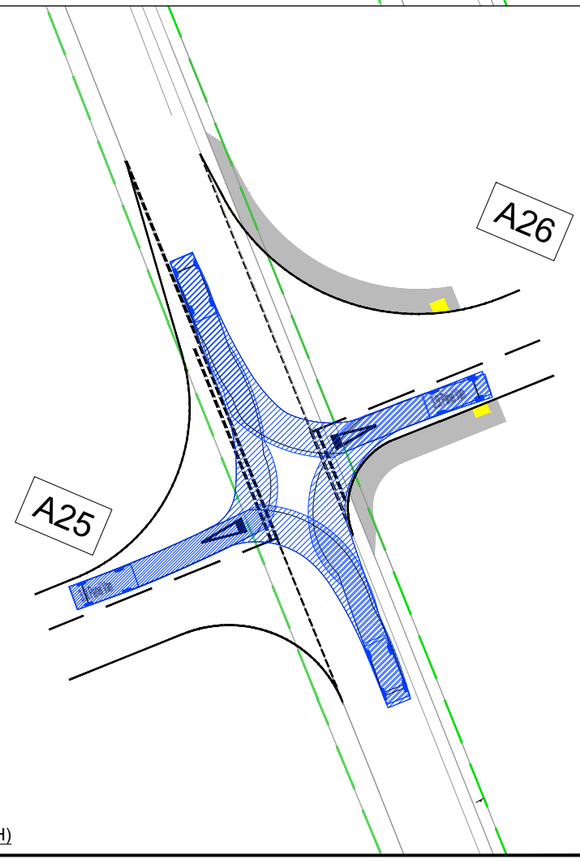

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS (SOUTH)




LIGHT VEHICLE EGRESS (SOUTH)



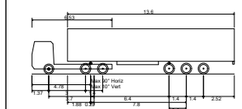
## NOTES

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

## KEY

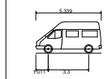
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

## 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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.23 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | 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 A25 AND A26 SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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 P02

CLIENT DWG No.

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

2.4m x 160m
2.4m x 160m

HEDGEROW MGMC_31

HEDGEROW MC_14

A28

INSET 2

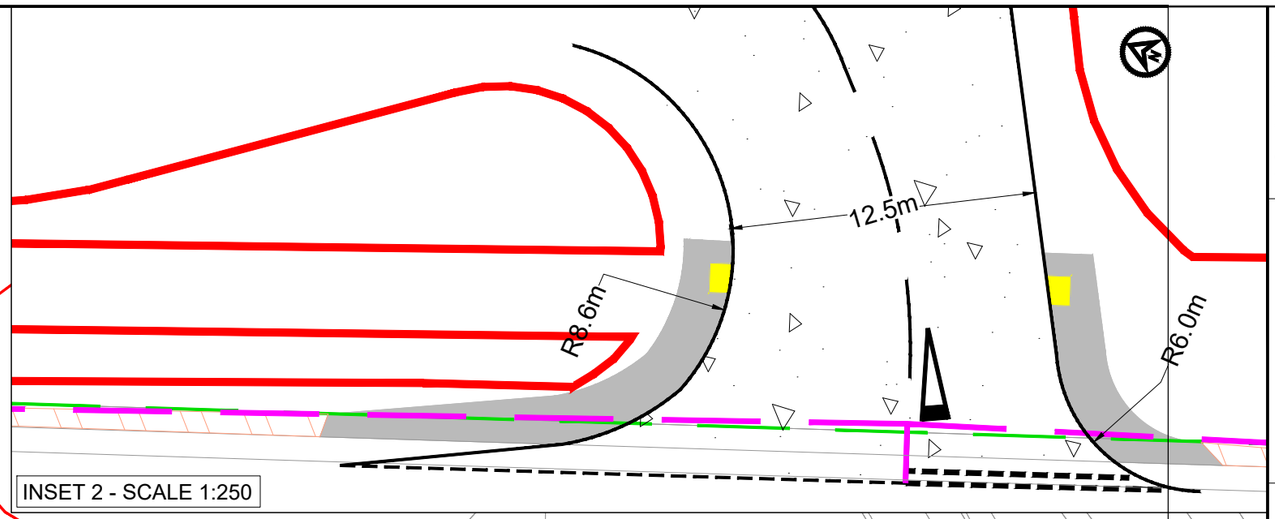
A27

INSET 1

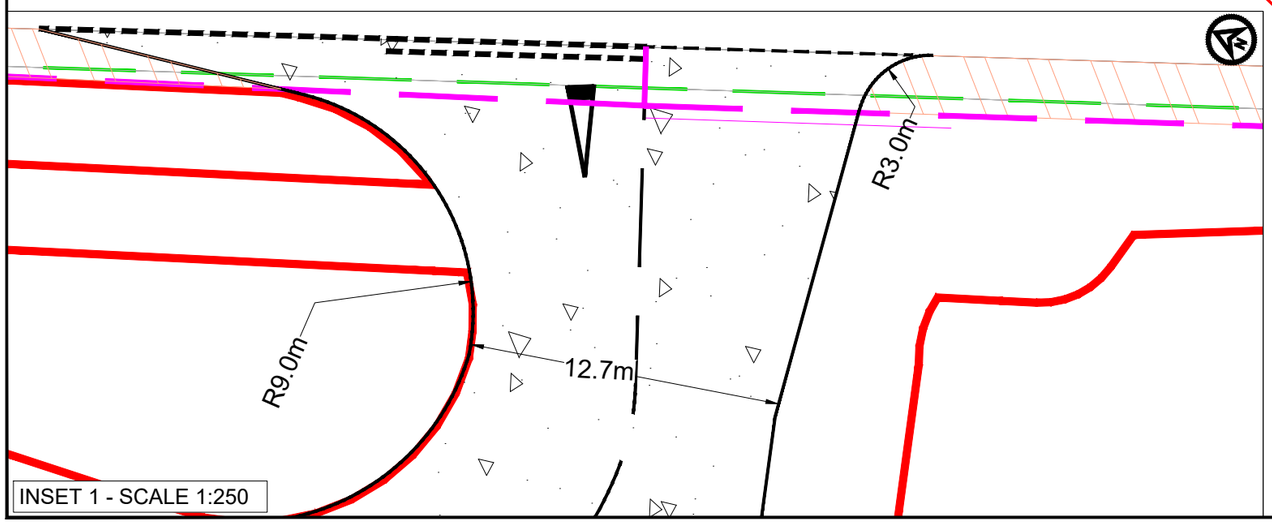
HEDGEROW MGMC_32 & MC_13

PROPOSED WARNING SIGN

2.4m x 160m
2.4m x 160m




INSET 2 - 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 guarentee 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 SPLAY 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, & MGMG_32 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)
- PROPOSED WARNING SIGN (NOTE 7)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P05 | 24.06.25 | A28 MOVED SOUTH TO ACCOMMODATE FWAY | KP | SKT | SKT |
| P04 | 15.05.25 | 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 |

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


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

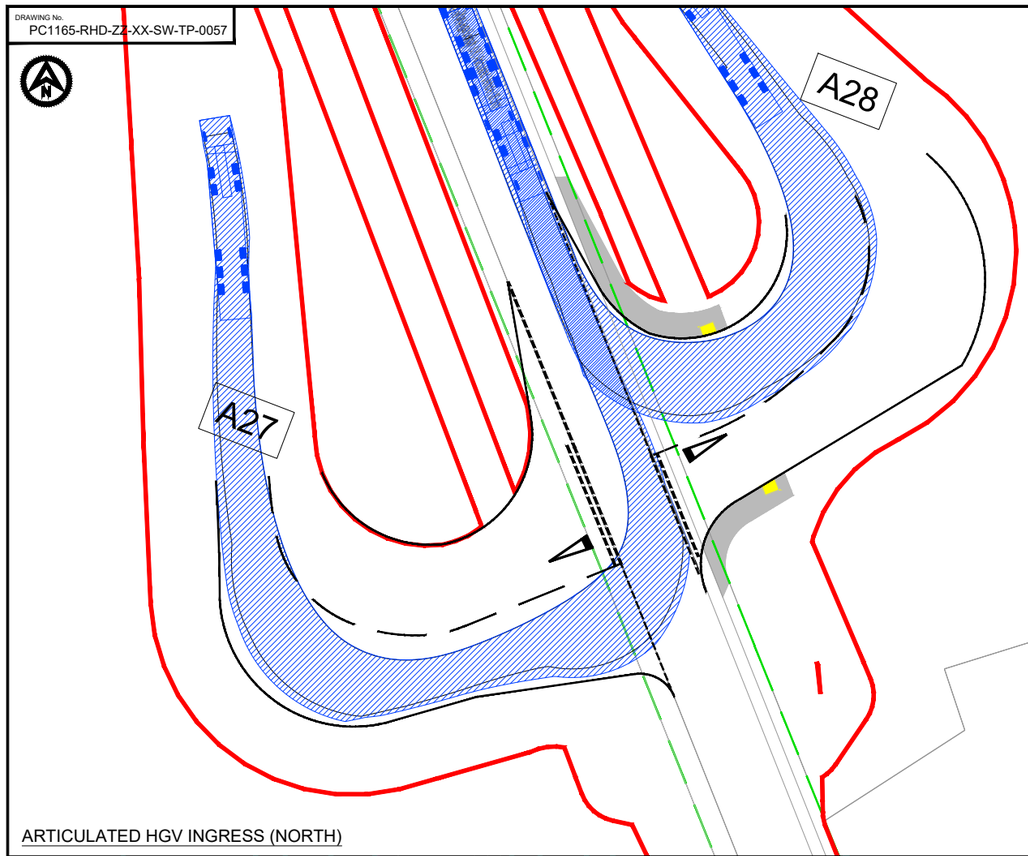

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

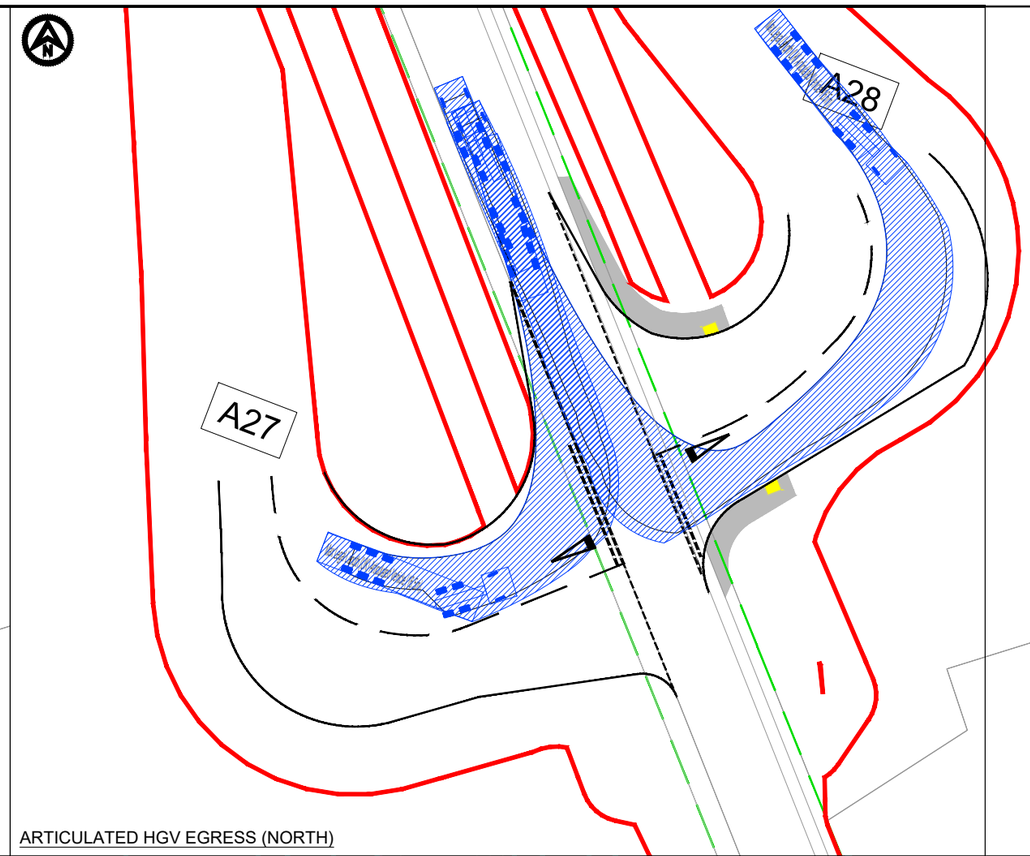
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0013 REVISION P05

CLIENT DWG No.

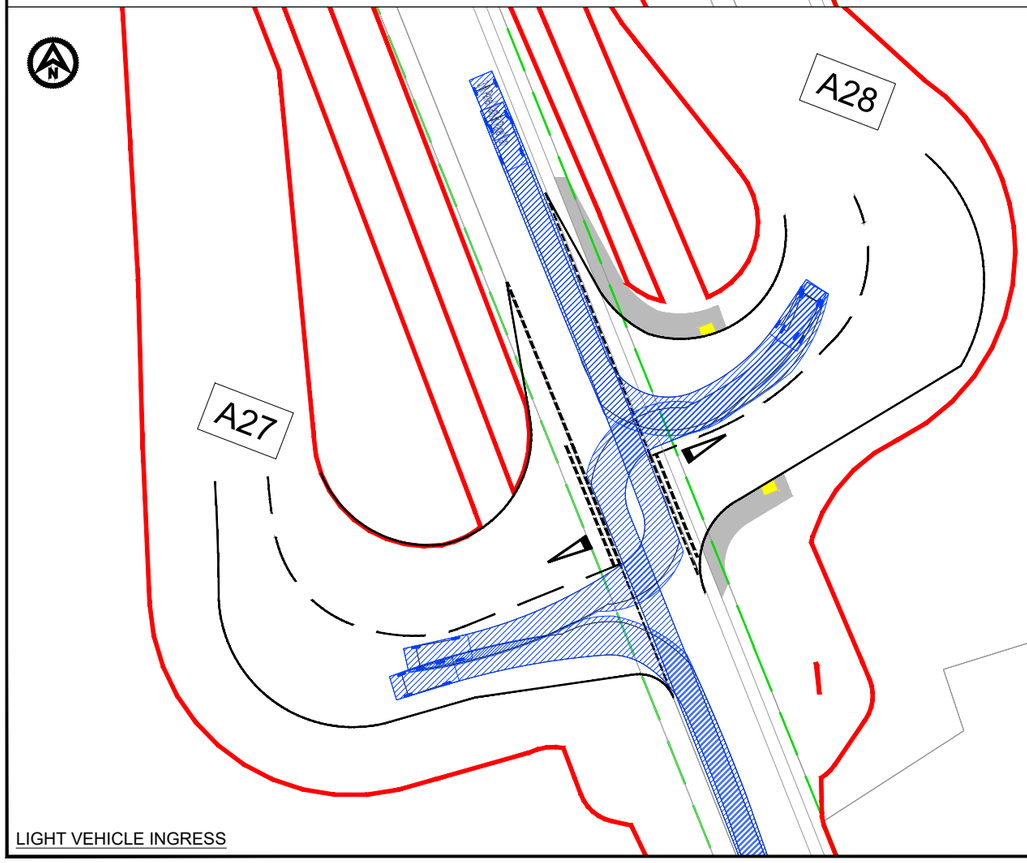
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0057



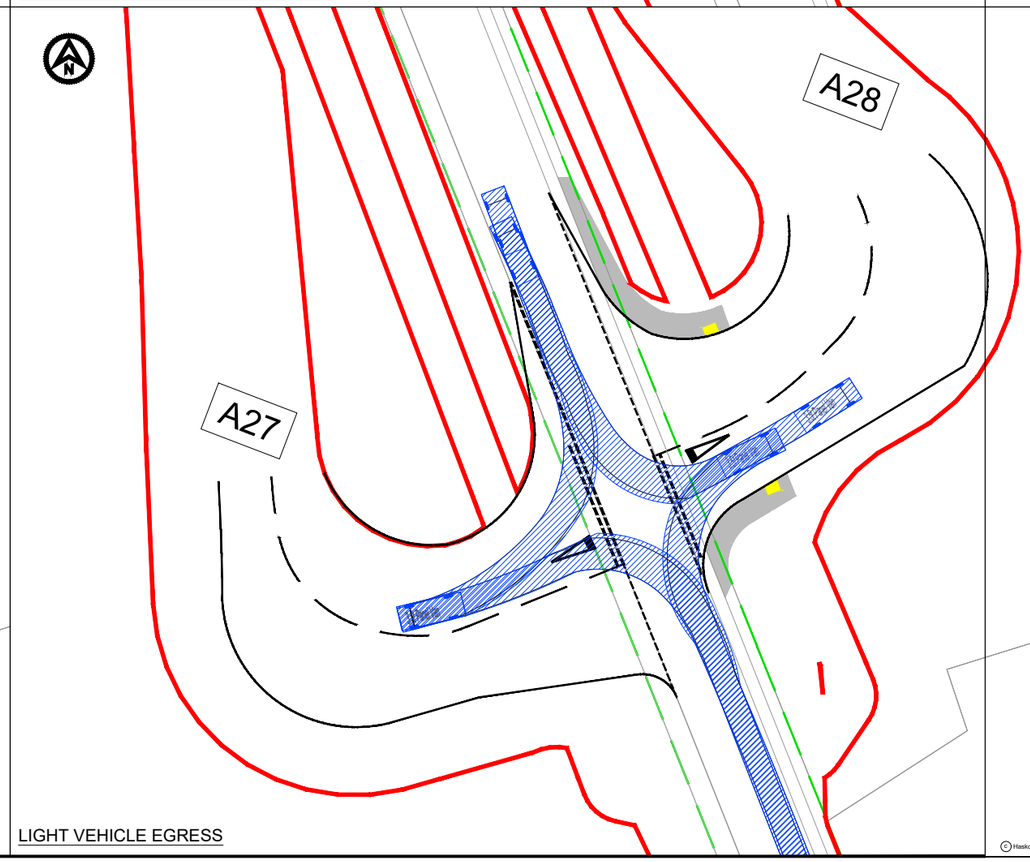

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS



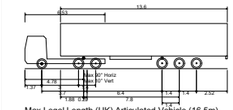

LIGHT VEHICLE EGRESS



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 guarentee the accuracy of data.OS mapping to east and south is currently missing.

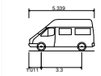
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 24.06.25 | A28 ALIGNMENT AMENDED WITH FWAY | KP | SKT | SKT |
| P03 | 15.05.25 | 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 |

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 SWEPT PATH ANALYSIS

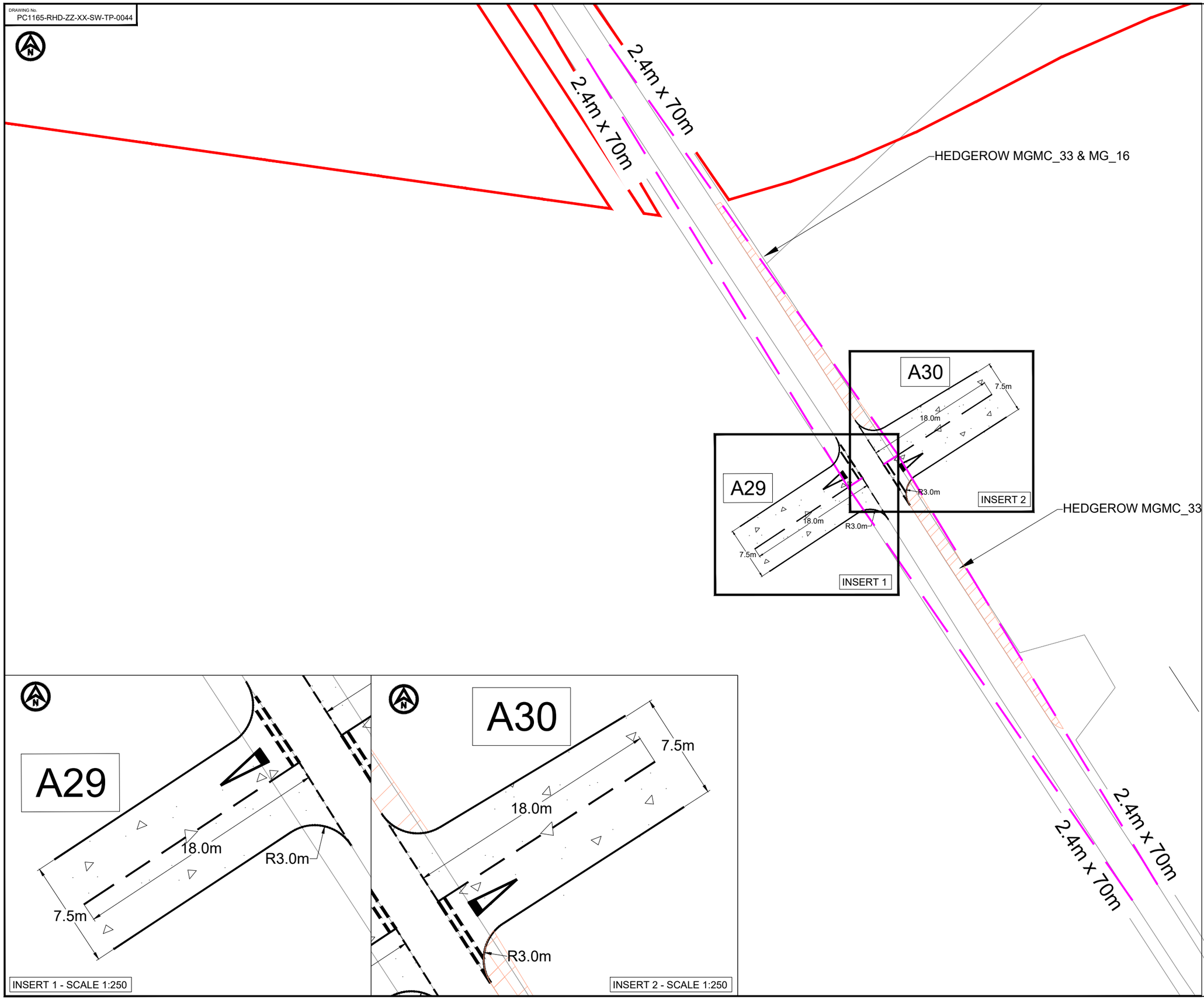
Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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-0057
REVISION P04
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0044







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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P05 | 24.06.25 | VISIBILITY SPLAY AMENDED | KP | SKT | SKT |
| P04 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 01.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P02 | 12.01.24 | UPGRADED TO ACCESSES | AA | SKT | SKT |
| P01 | 15.05.23 | FIRST ISSUE | CB | SKT | SKT |

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

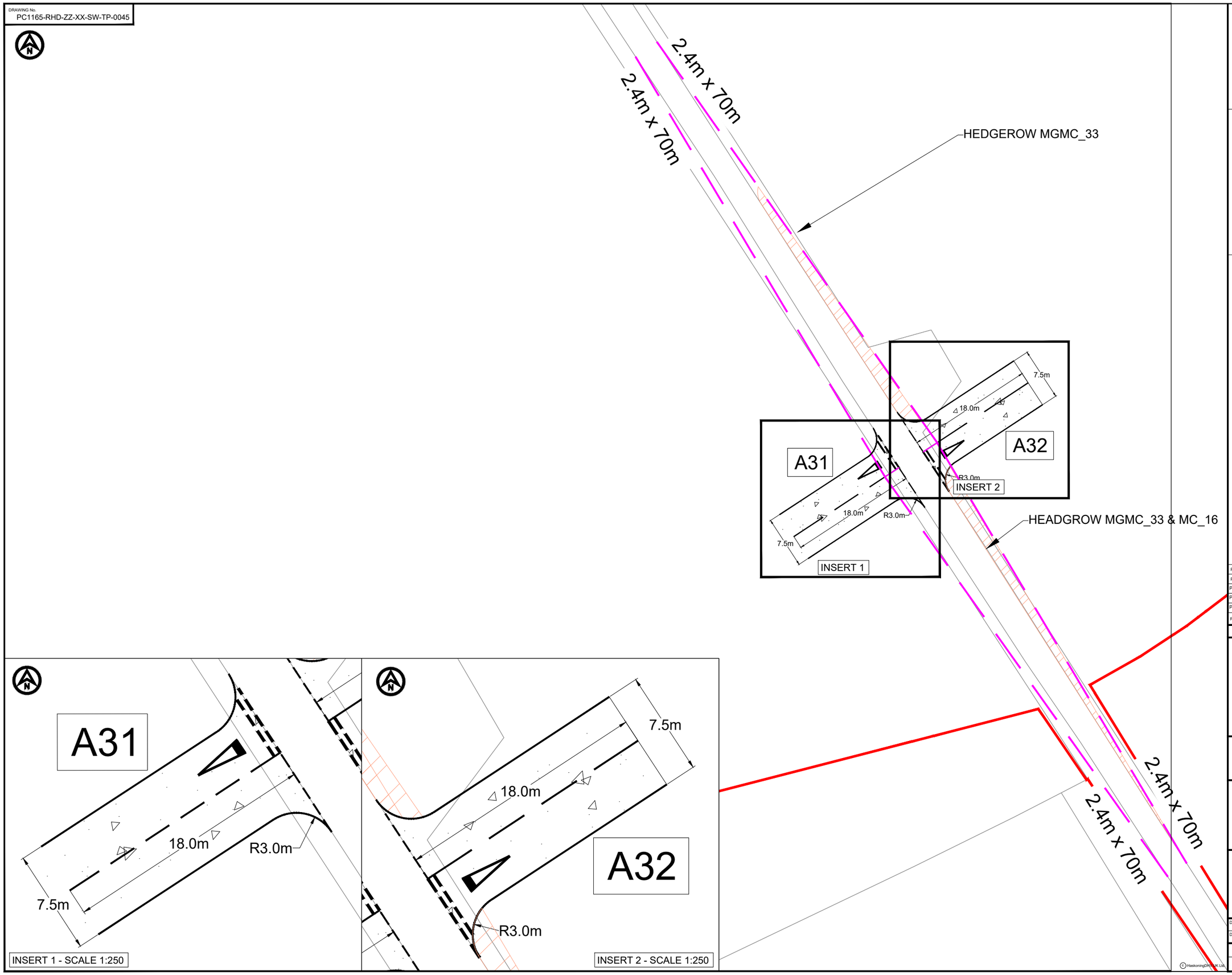

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together


| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |
| DATE | SCALE AT A3 | AUTOCAD REF. |
| 15.05.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0044 REVISION P05

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0045







## 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 guarentee 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 | 24.06.25 | 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


Westport, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 585600
Royal HaskoningDHV
Enhancing Society Together


| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.05.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0045 REVISION P05

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0138

2.4m x 90m

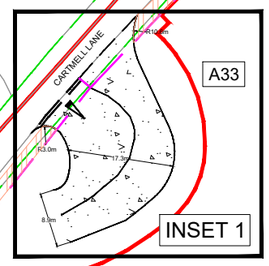
PROPOSED WARNING SIGN (NORTH)

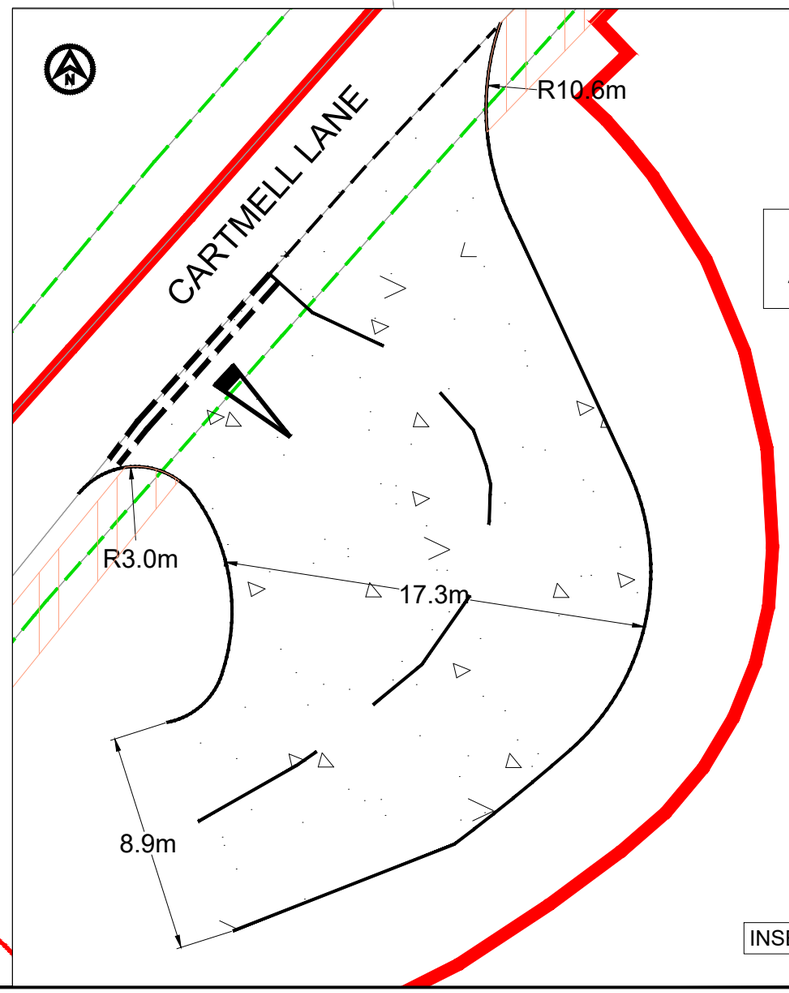
HEDGEROW MGMC_35

HEDGEROW MGMC_35

PROPOSED WARNING SIGN (SOUTH)

2.4m x 90m




A33

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 guarentee 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 | 23.06.25 | 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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

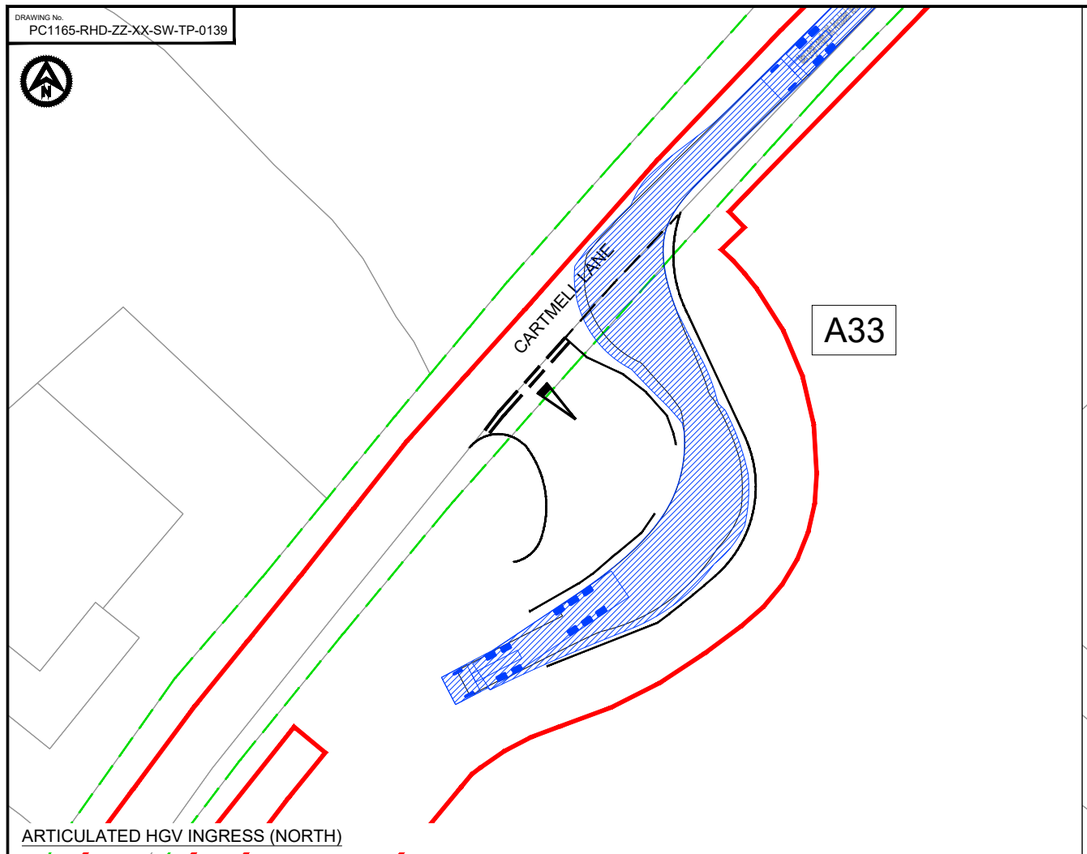
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.01.24 | 1:1000 | |

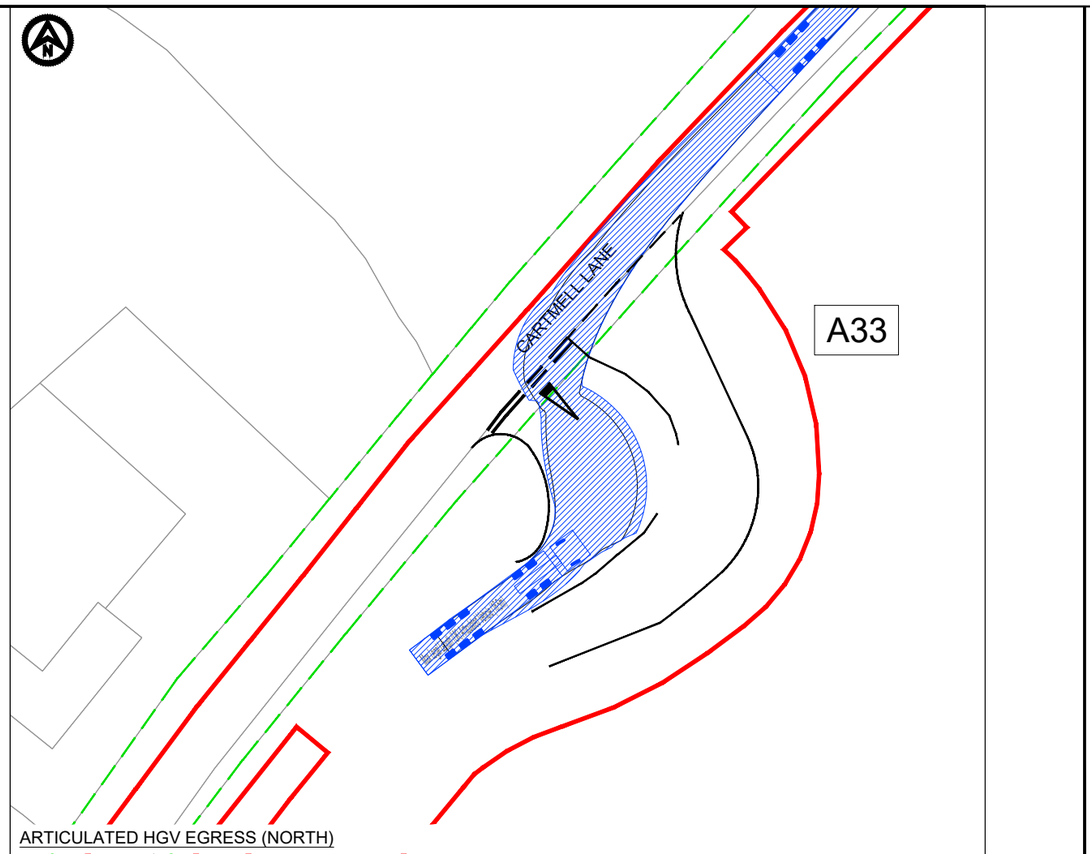
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0138 REVISION P05

CLIENT DWG No.

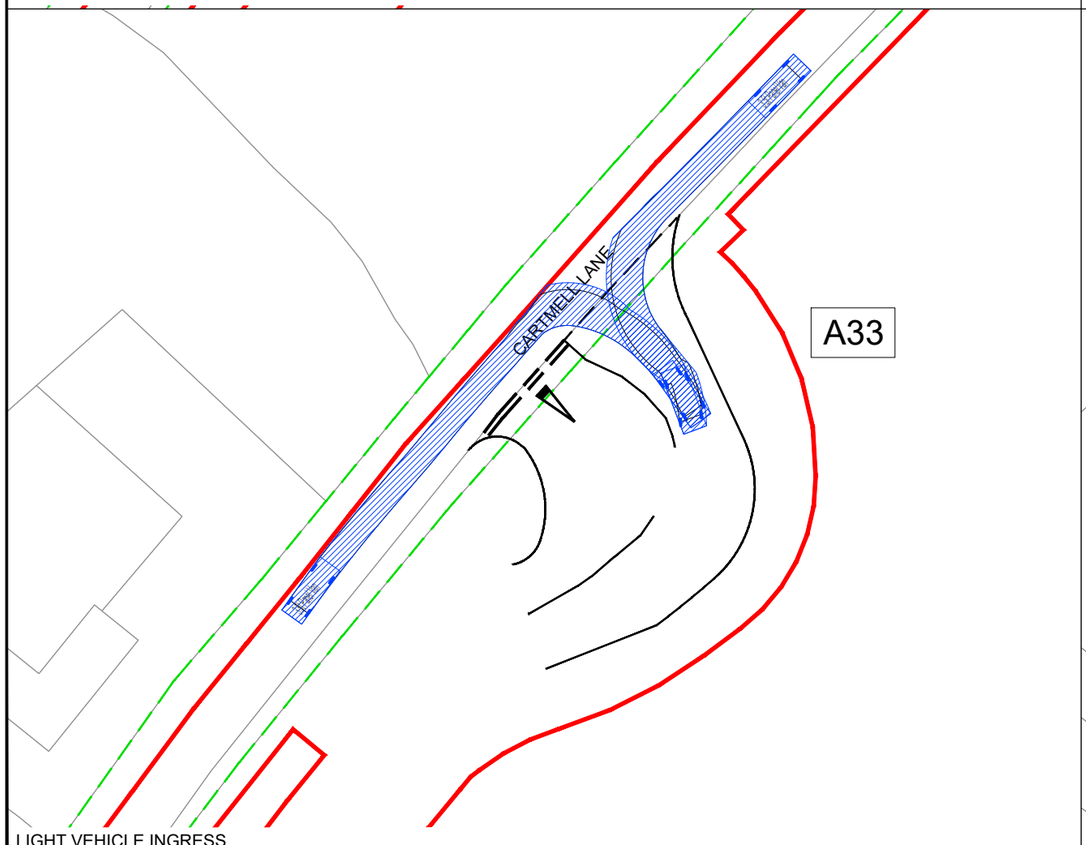
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0139



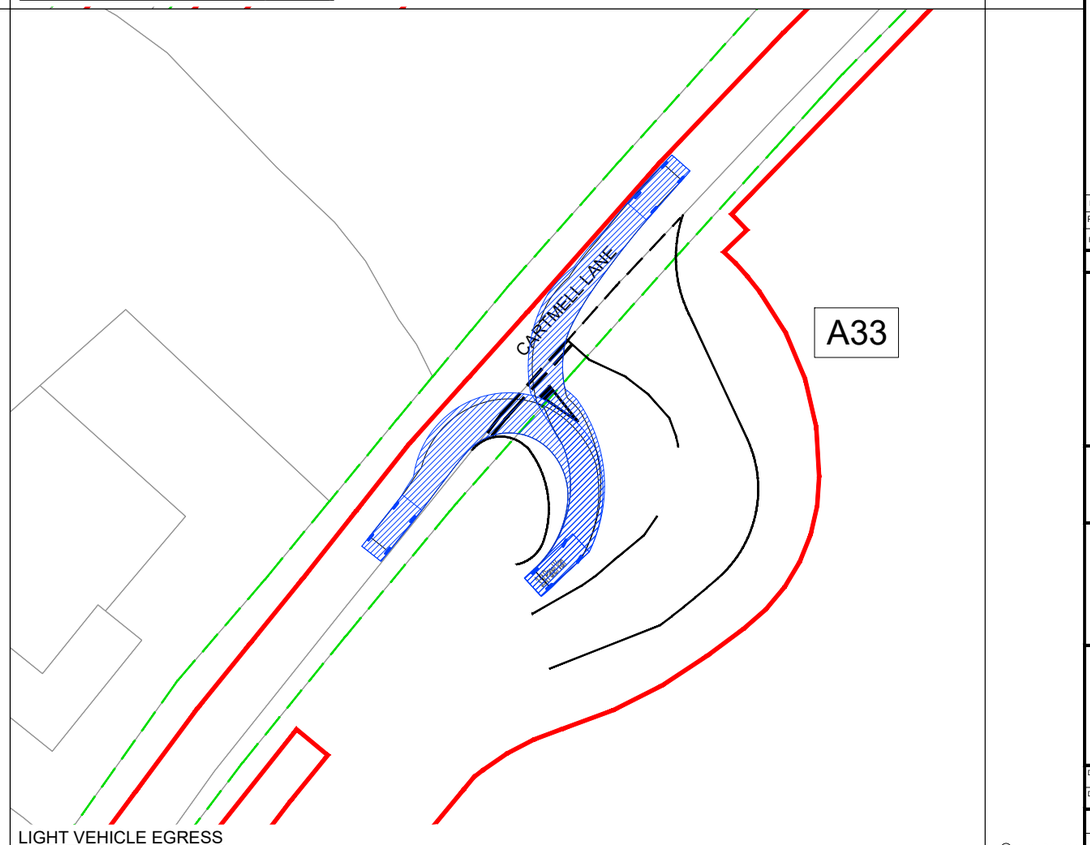

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS



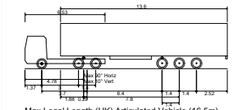

LIGHT VEHICLE EGRESS



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 guarentee 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.

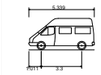
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

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 | 1.986m |
| 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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | SKT | SKT |
| P01 | 15.01.24 | 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
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595600
[redacted]
Royal HaskoningDHV
Enhancing Society Together

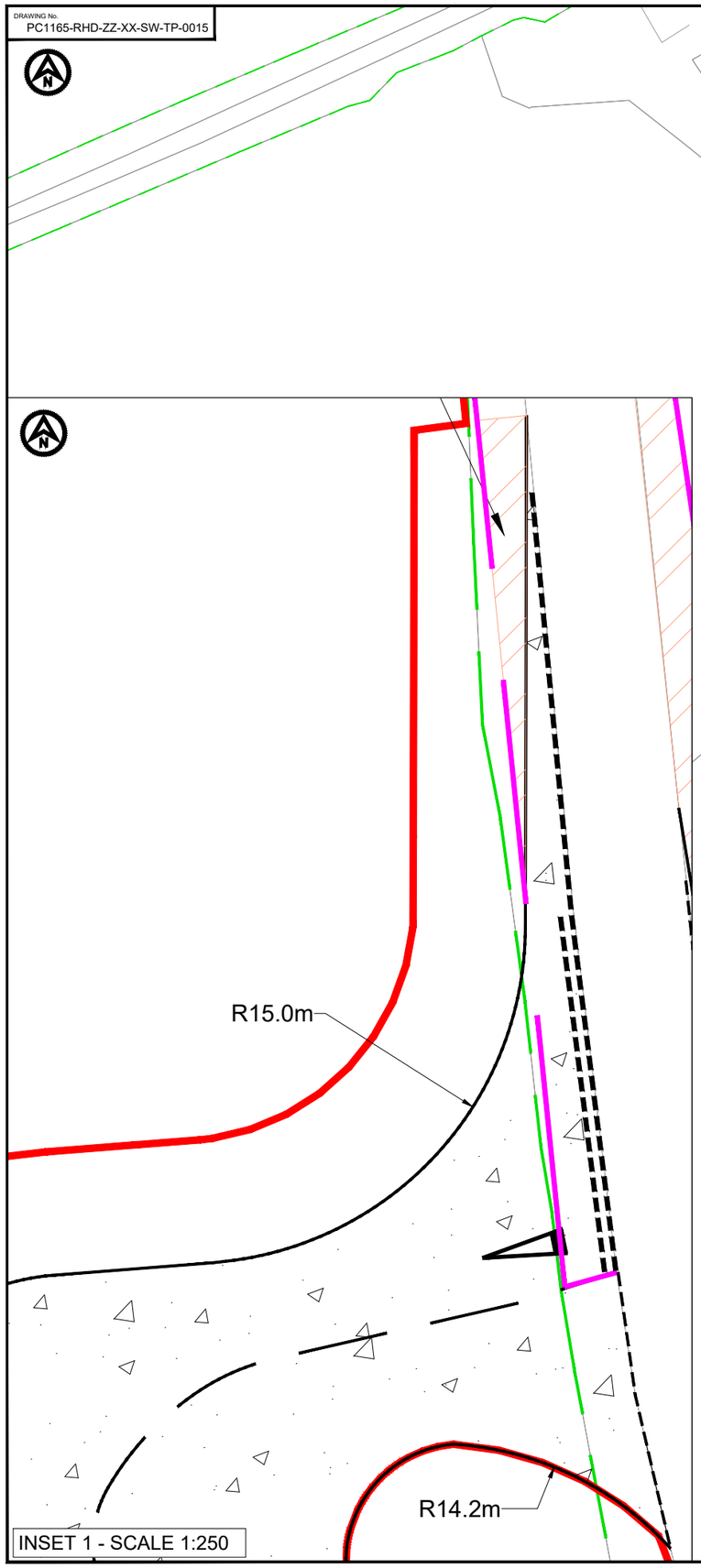
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

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

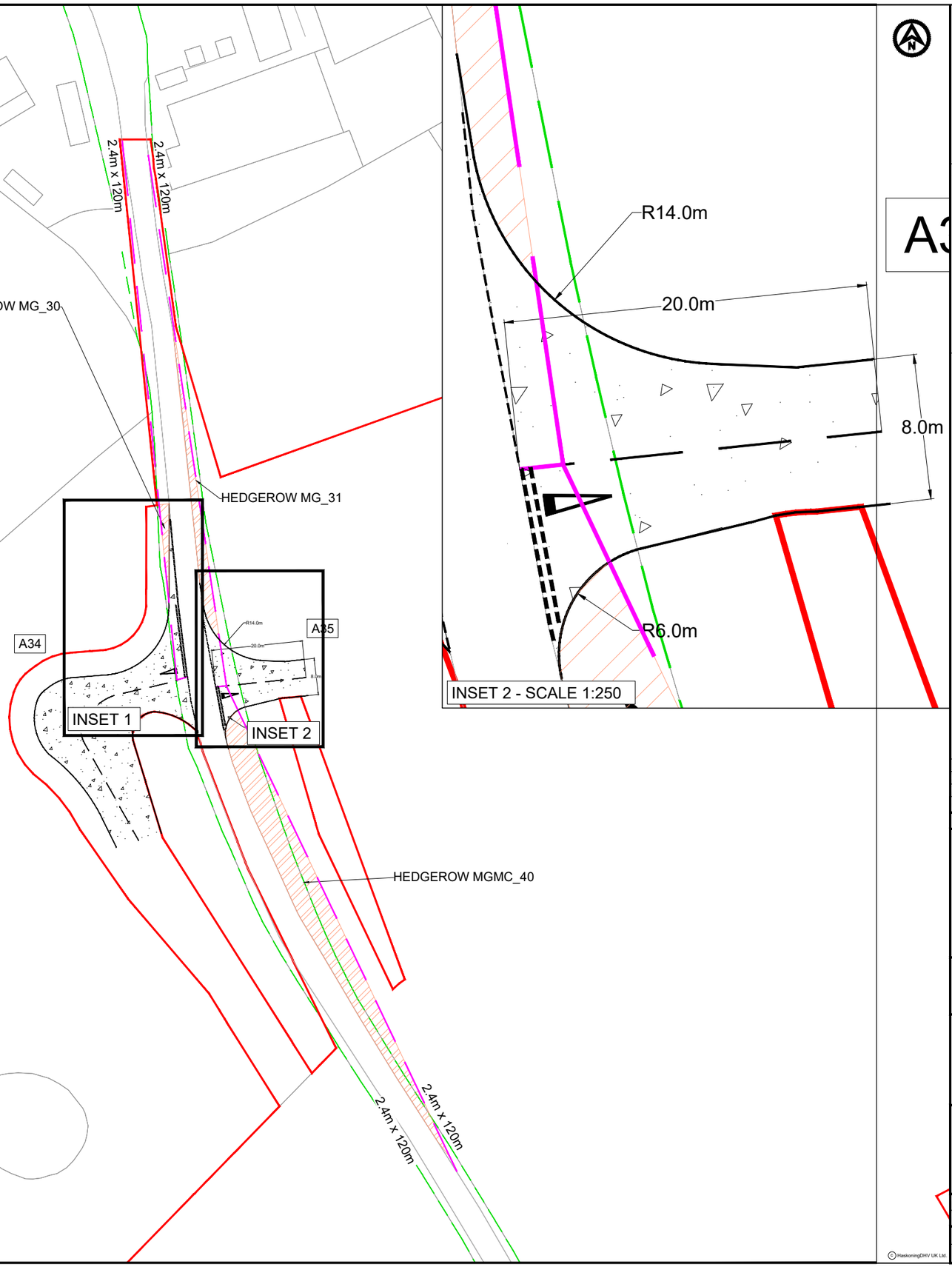
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0139 REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0015




INSET 1 - SCALE 1:250







INSET 2 - SCALE 1:250

A3

NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 16.06.25 | HW BOUNDARY AND HEDGROW 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 |

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

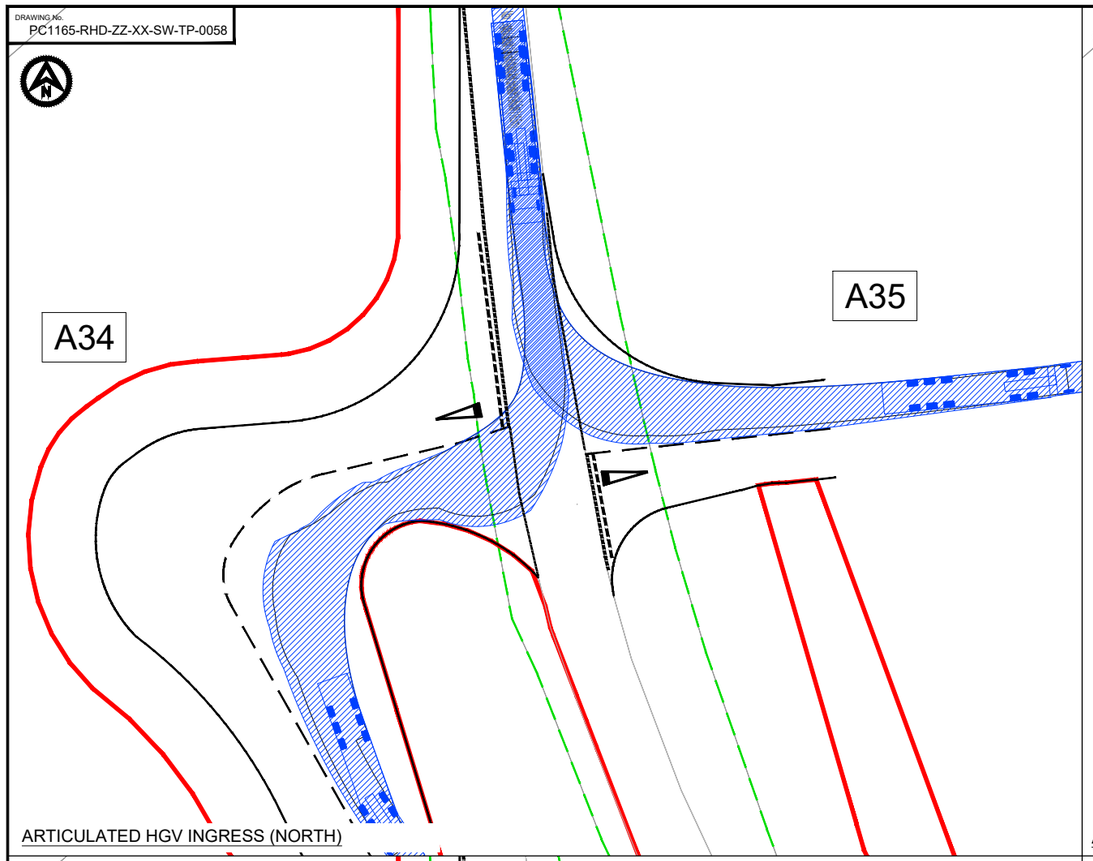
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

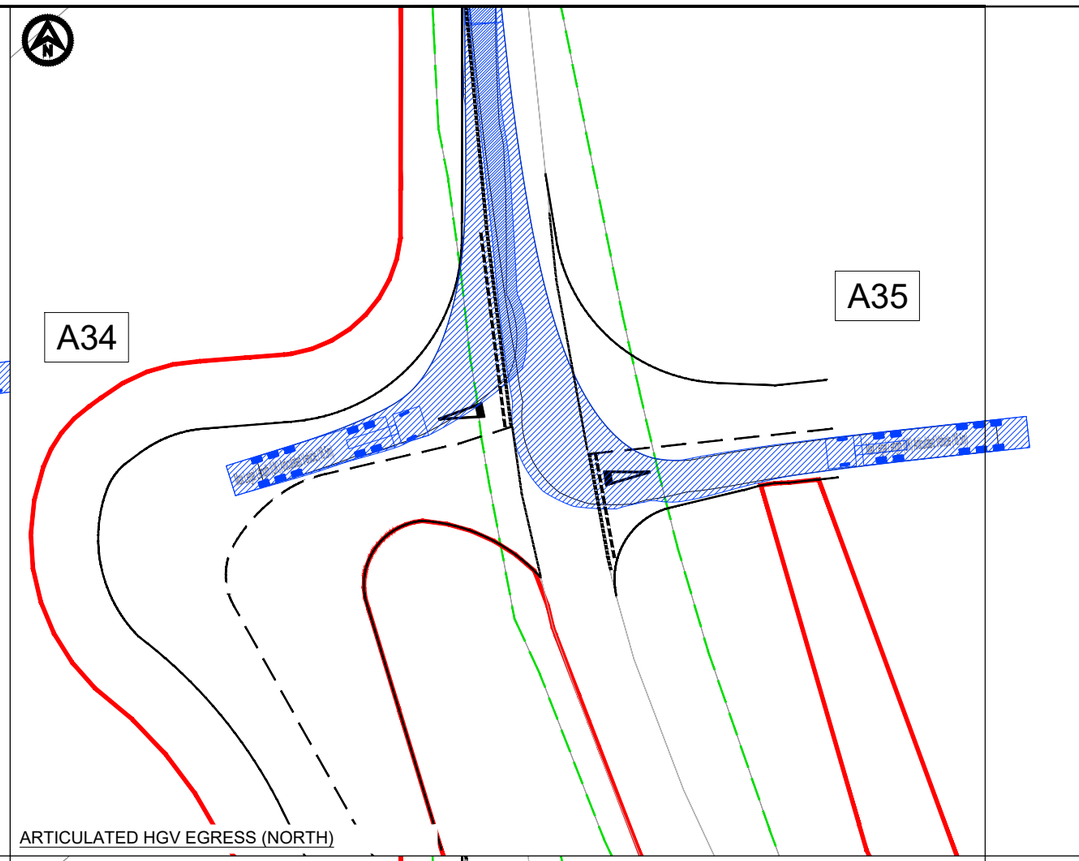
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0015
REVISION P03
CLIENT DWG No.

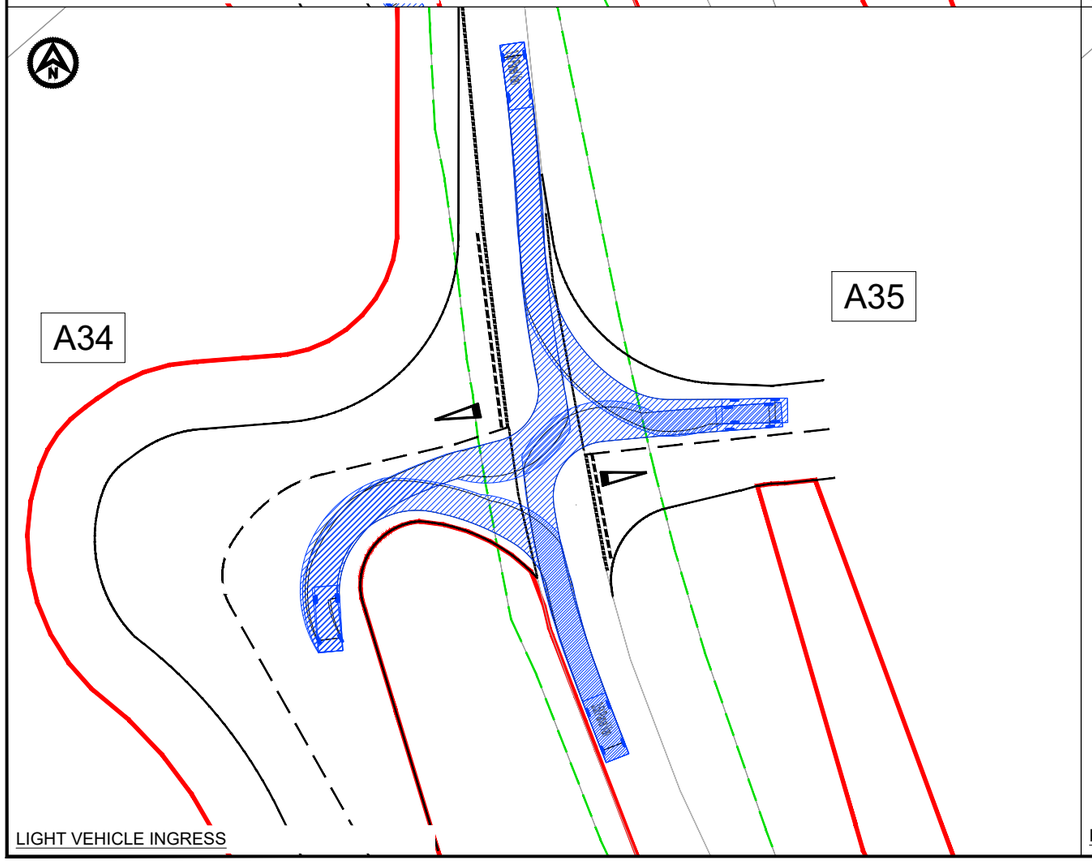
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0058



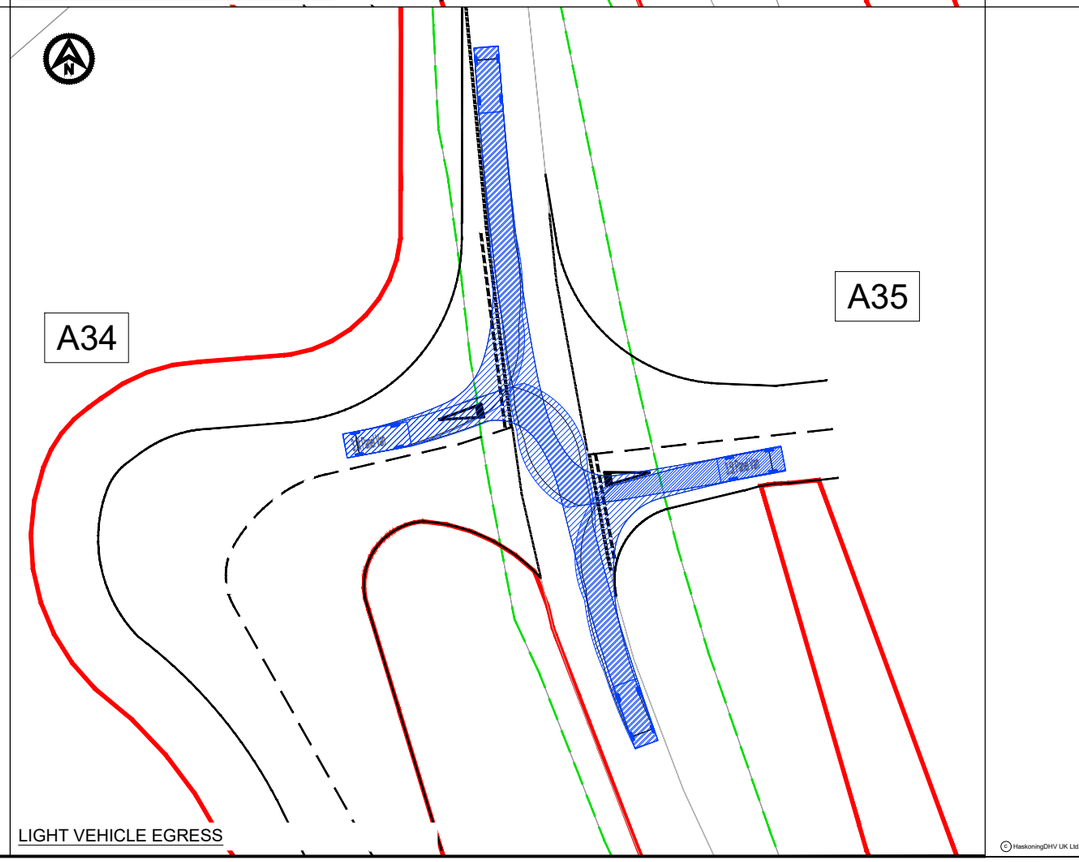

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS



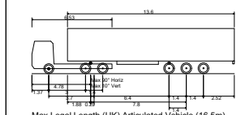

LIGHT VEHICLE EGRESS



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 guarentee the accuracy of data.

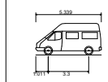
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | 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 A34 AND A35
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

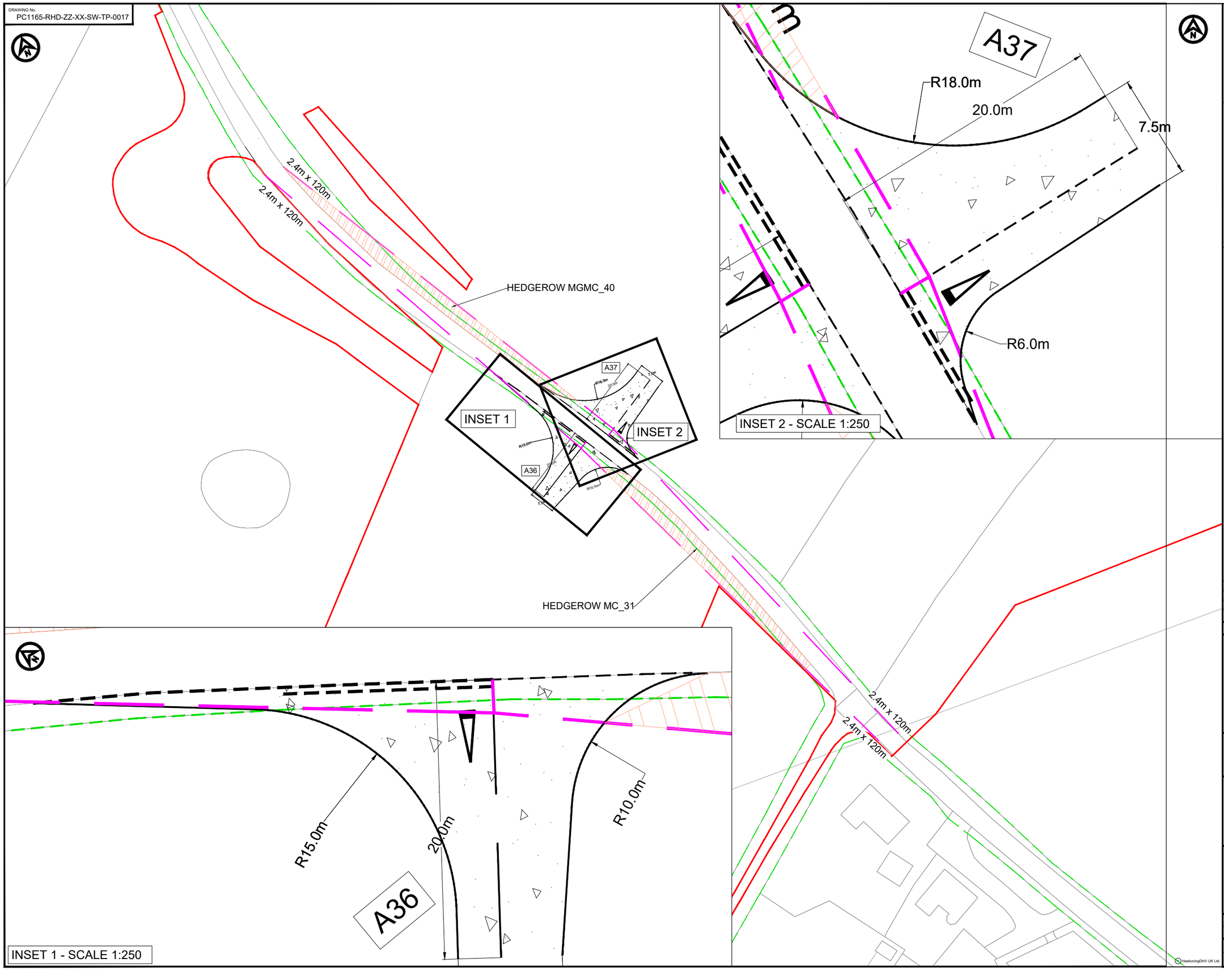
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.2023 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0058

CLIENT DWG No.

REVISION 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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569566
Royal HaskoningDHV
Enhancing Society Together

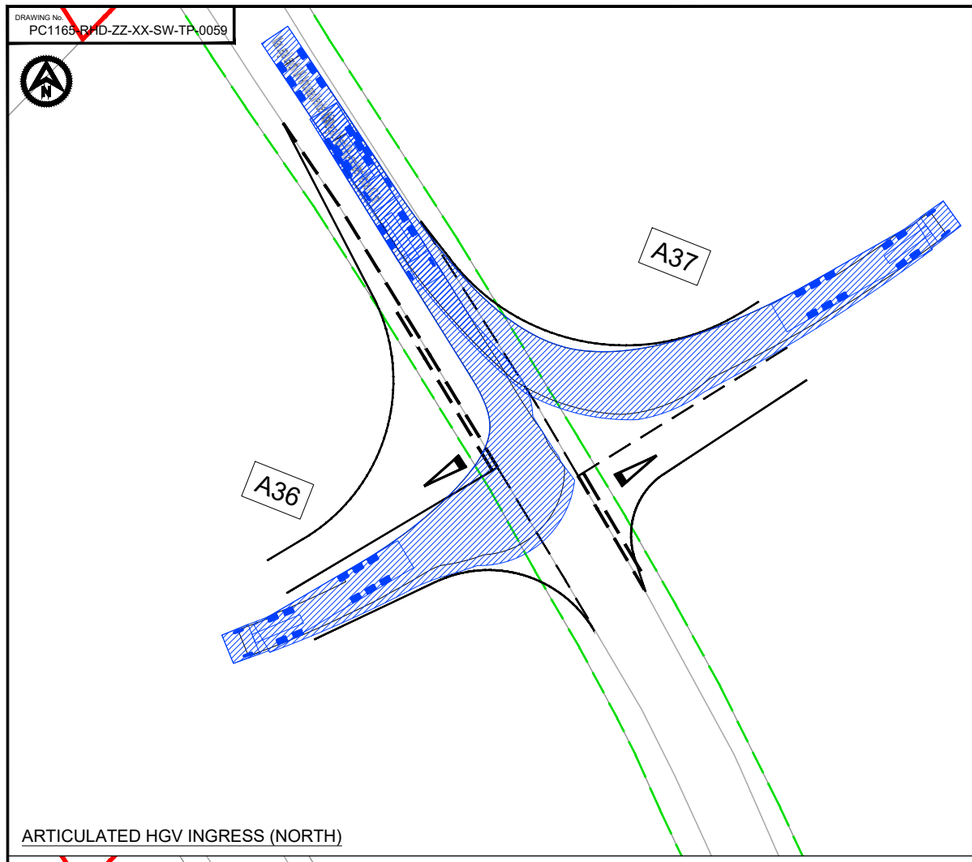
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

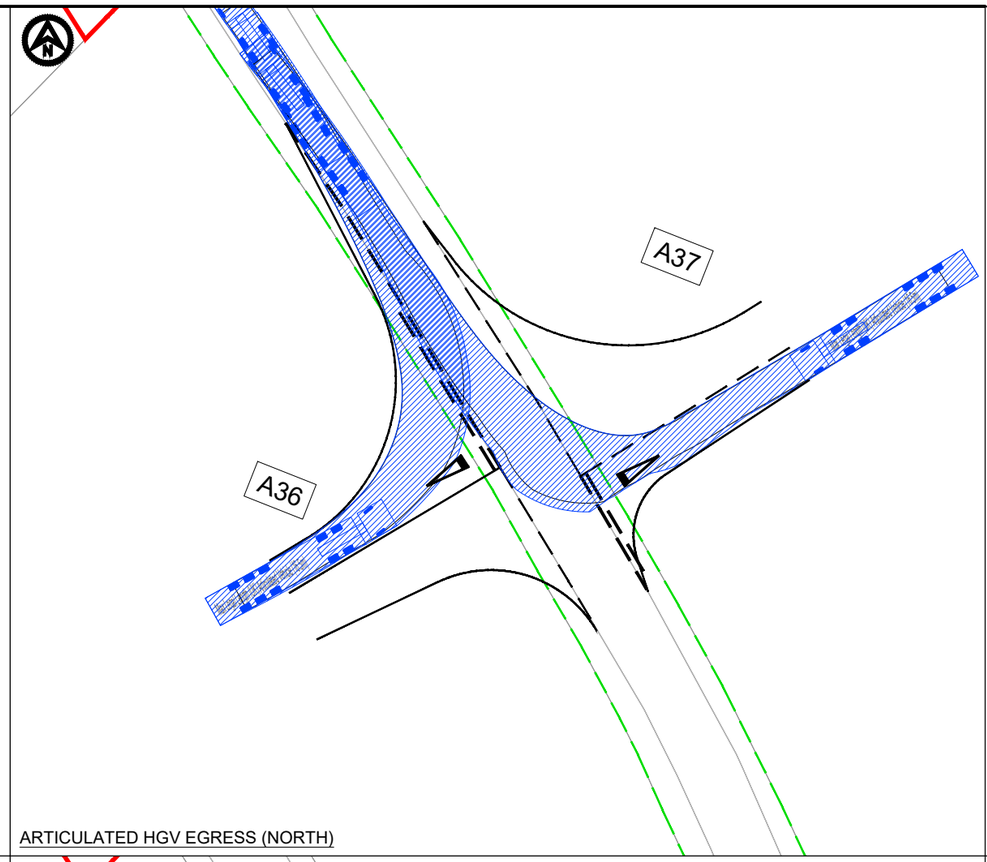
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0017 REVISION P03

CLIENT DWG No.

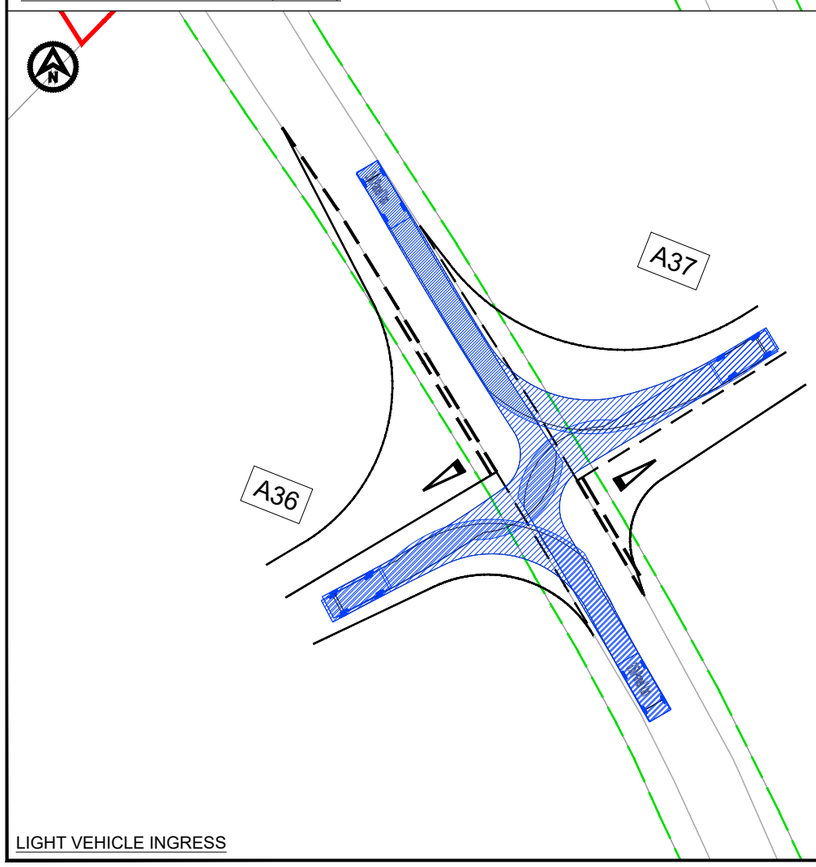
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0059



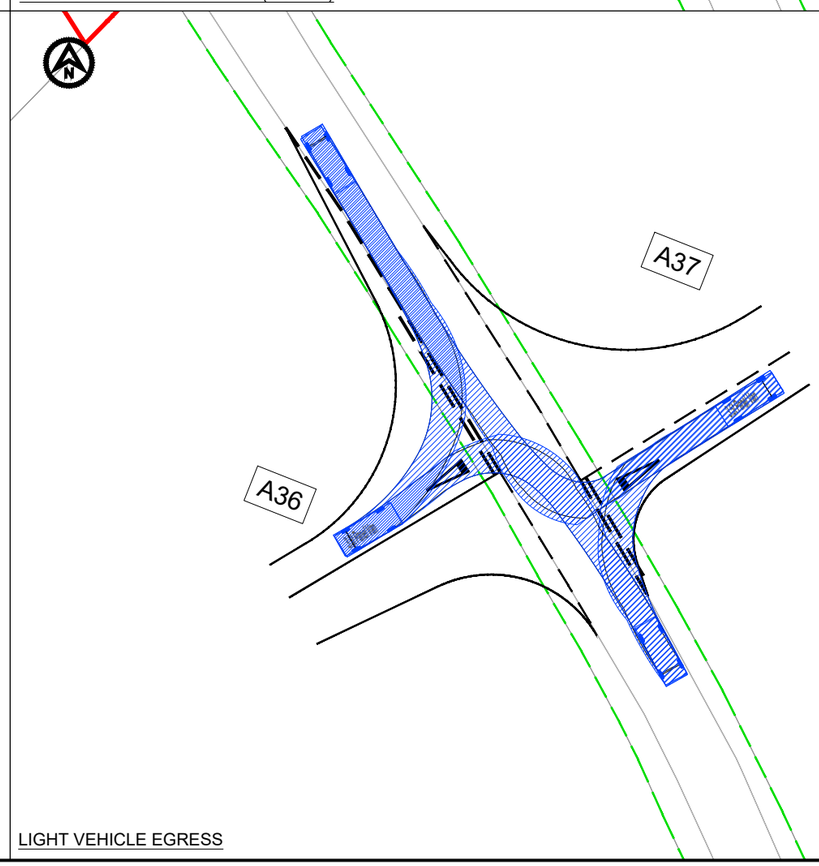

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS




LIGHT VEHICLE EGRESS



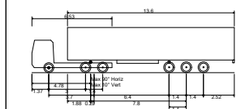
## NOTES

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

KEY

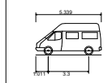
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

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 | 6.00s |
| 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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | 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 A36 AND A37
SWEPT PATH ANALYSIS

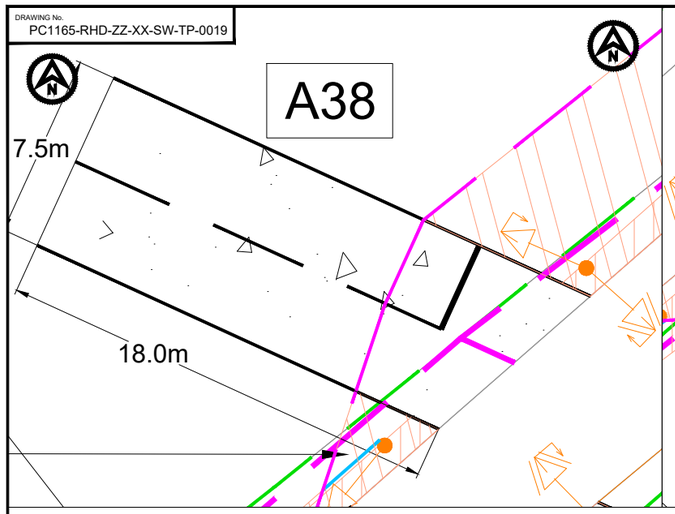
Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

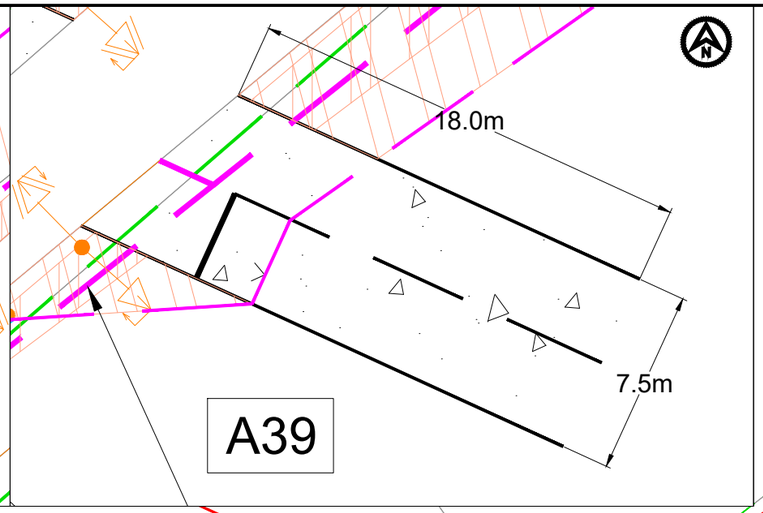
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.2023 | 1:500 | |

| DRAWING No. | REVISION |
|---|---|
| PC1165-RHD-ZZ-XX-SW-TP-0059 | P02 |
| CLIENT DWG No. | |

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




PROPOSED WARNING SIGN 1

HEDGEROW MG_45

HEDGEROW MGMC_53

HEDGEROW MGMC_54

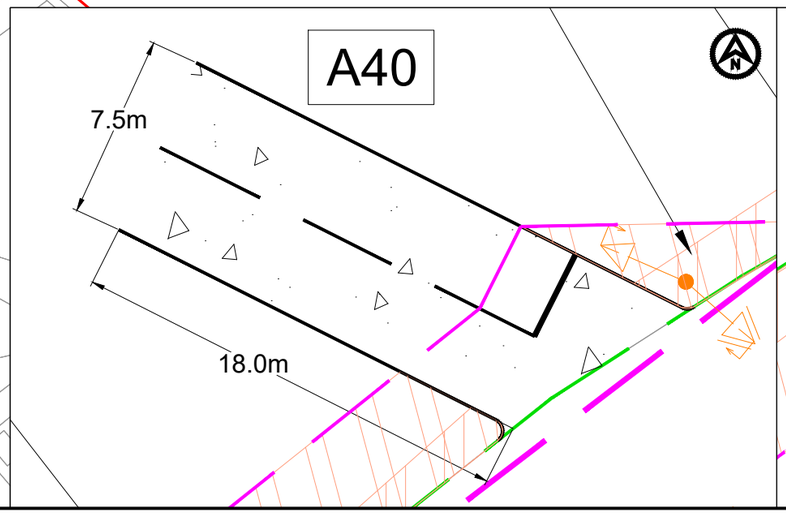
HEDGEROW MGMC_53 & MC_47

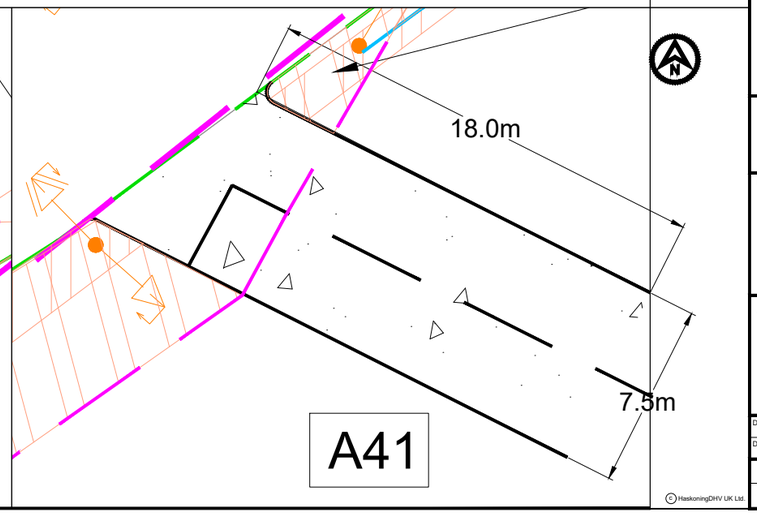
HEDGEROW MGMC_54

HEDGEROW MC_47

HEDGEROW MGMC_54

PROPOSED WARNING SIGN 2




## 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 guarentee 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 AHEAH 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 SPLAY (NOTE 6)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P05 | 23.06.25 | WARNING SIGNS ADDED | KP | SKT | SKT |
| P04 | 10.06.25 | VISIBILITY TO SIGNALS UPDATED | KP | SKT | SKT |
| P03 | 15.05.25 | 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 |

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


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

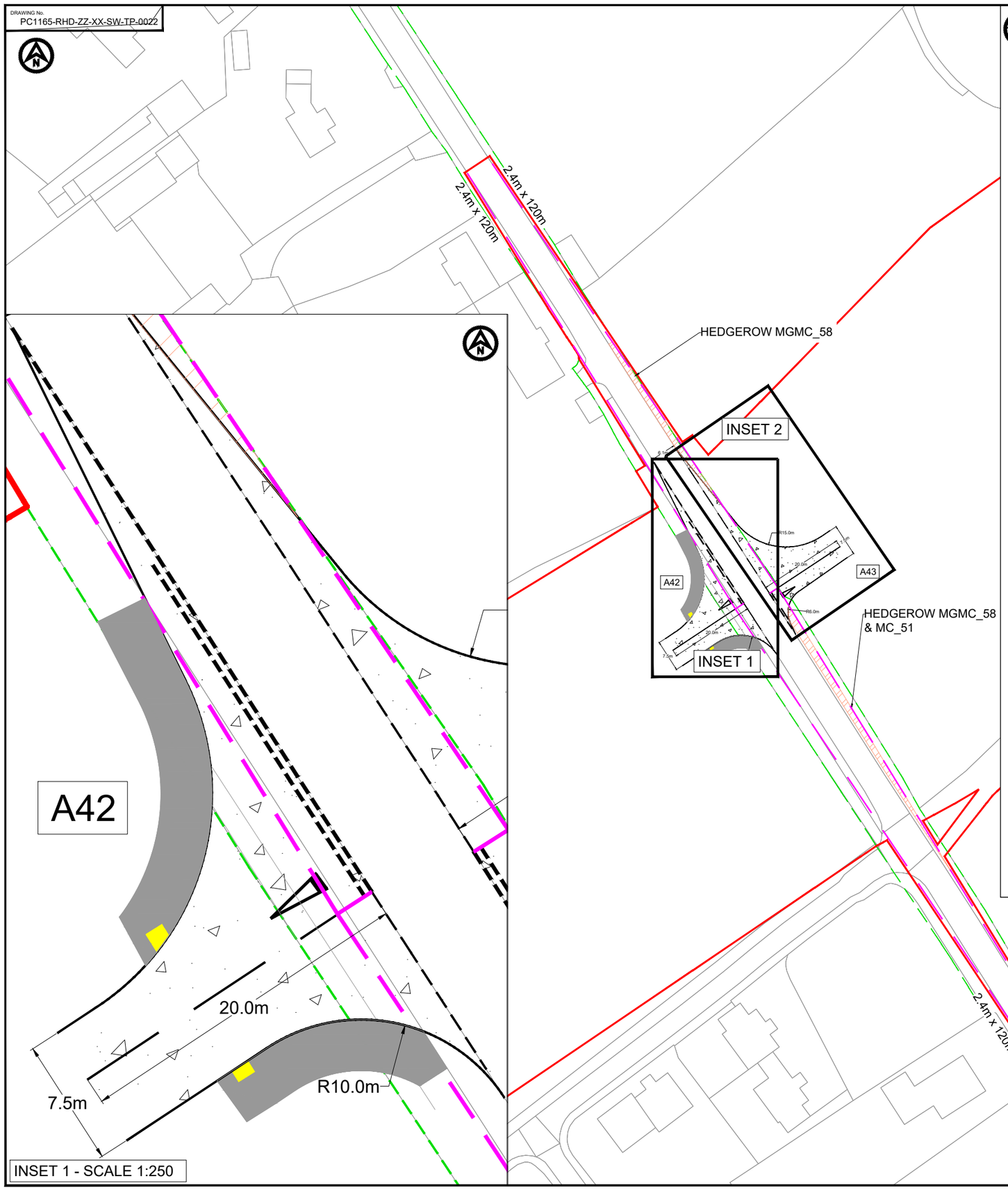

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0019 | REVISION P05

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0022




## 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 guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 11 of 19.

## KEY

- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- PROPOSED NEW FOOTWAY FACILITY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING
- AREA OF HEDGEROWS MC_51 & MGMC_58 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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


Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569


Royal HaskoningDHV
Enhancing Society Together

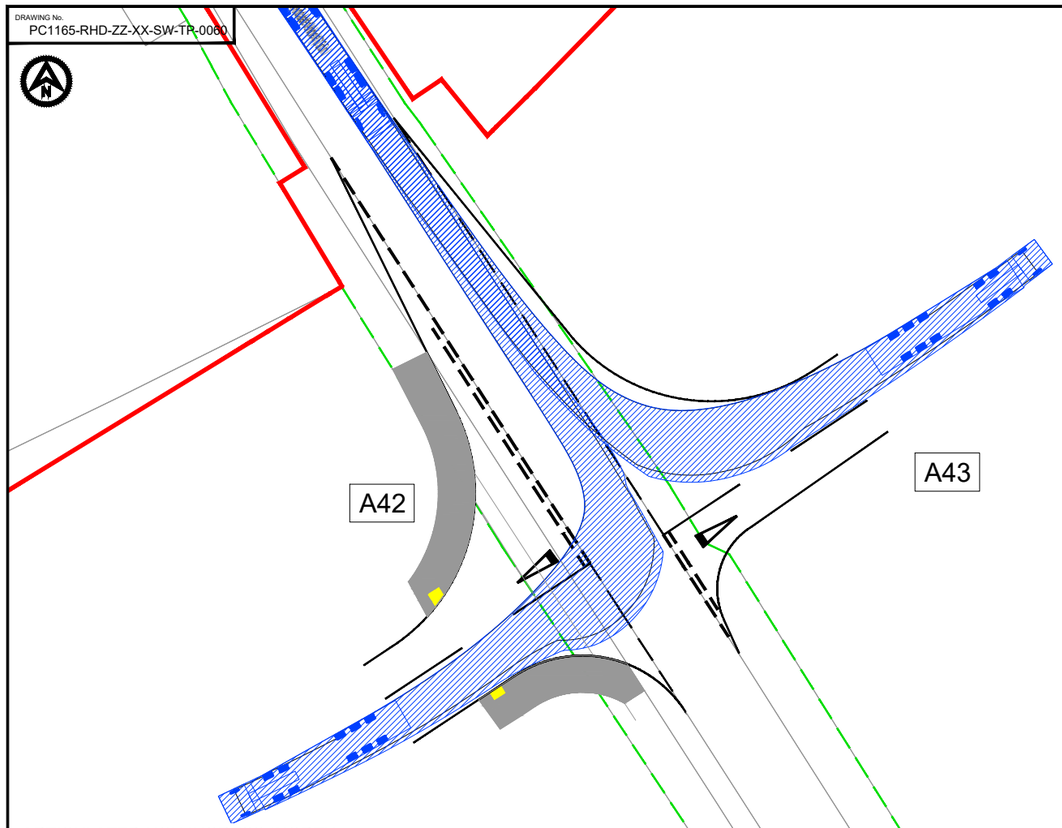
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

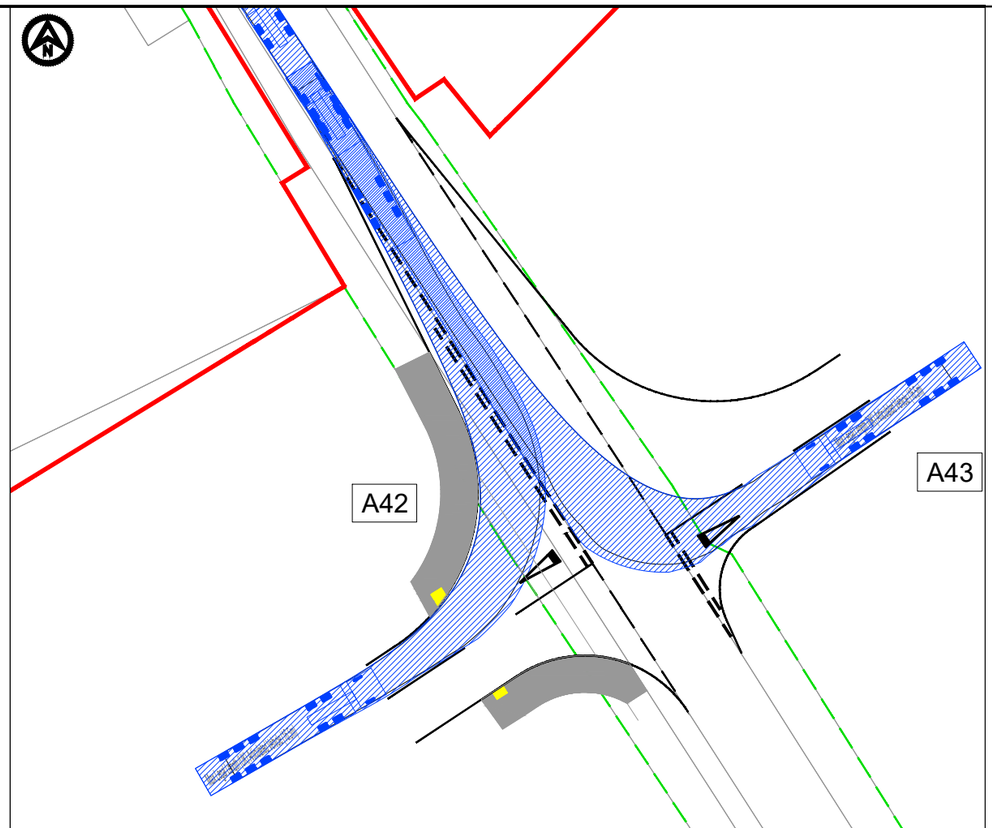
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0022 REVISION P03

CLIENT DWG No.

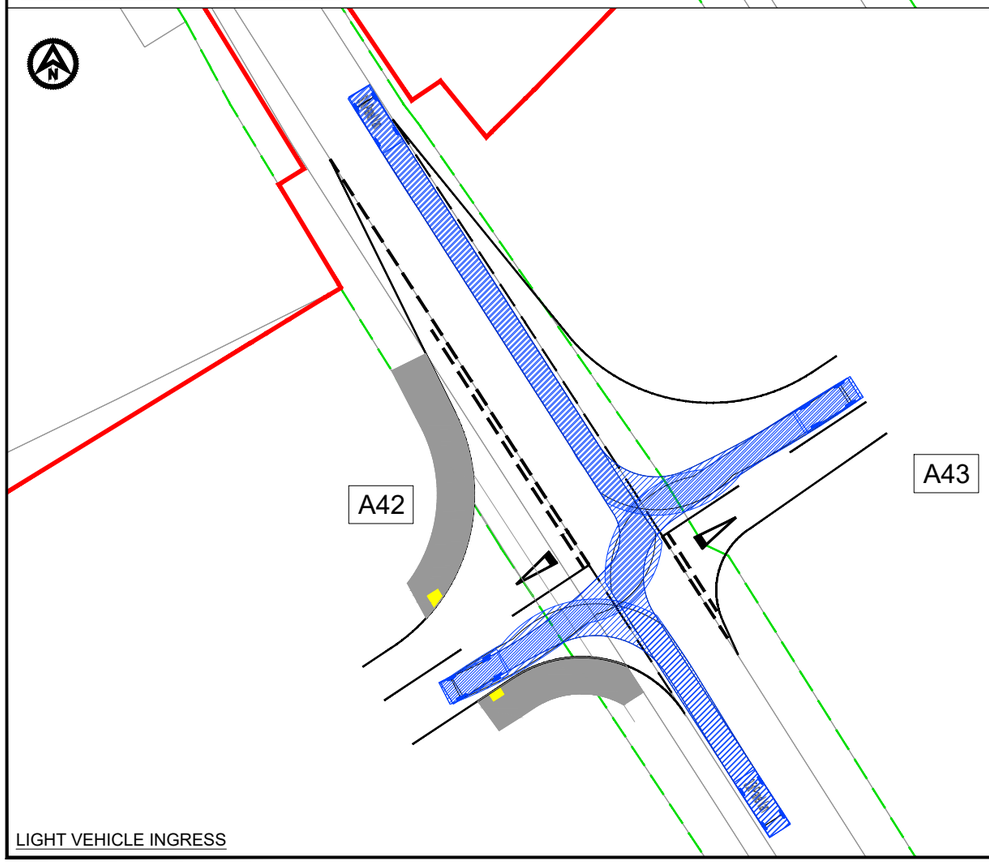
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0060



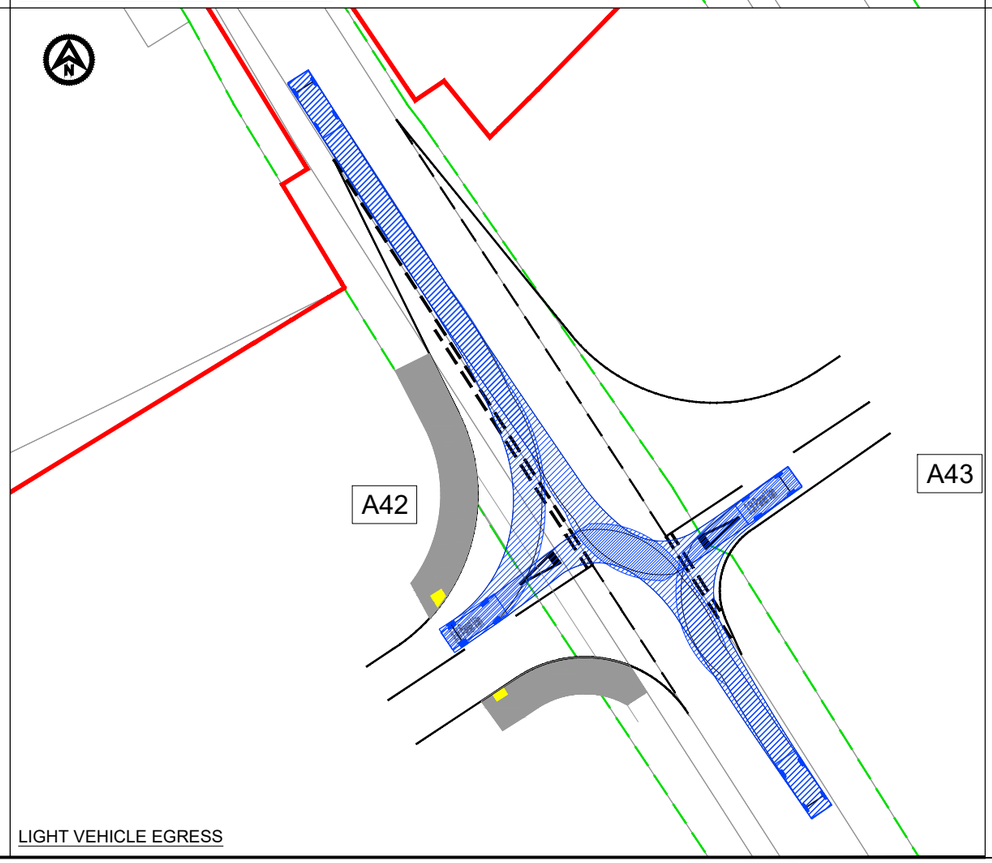

ARTICULATED HGV INGRESS (NORTH)




ARTICULATED HGV EGRESS (NORTH)




LIGHT VEHICLE INGRESS



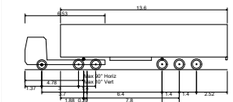

LIGHT VEHICLE EGRESS



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 guarentee the accuracy of data.

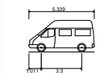
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED NEW FOOTWAY
- PROPOSED NEW UNCONTROLLED TACTILE PAVING

VEHICLE TRACKING



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

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |



3.5t Panel Van

| | |
|---|---|
| Overall Length | 5.339m |
| Overall Width | 1.986m |
| 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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT CHANGED | KP | 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 A42 AND A43
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

| 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-0060 | REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0023

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

PROPOSED WARNING SIGN

HEDGEROW MG_53

4.5m x 70m

4.5m x 70m

4.5m x 70m

4.5m x 70m

HEDGEROW MG_52 & MG_55

A45

INSET 2

INSET 1

18.0m

7.5m

4.5

4

7.5m

INSET 1 - SCALE 1:250

18.0m

7.5m

A44

A45

7.5m

18.0m

INSET 2 - SCALE 1:250

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

KEY

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P06 | 03.10.25 | AMENDMENTS TO SIGNS | KP | SKT | SKT |
| P05 | 23.06.25 | VISIBILITY AND GEOMETRY AMENDED | KP | SKT | SKT |
| P04 | 15.05.25 | HW BOUNDARY AND HEDGEROW REMOVAL ADDED | KP | SKT | SKT |
| P03 | 03.05.24 | UPDATED WORK AREA AND ORDER LIMITS | AA | SKT | SKT |
| P02 | 15.05.23 | UPDATES IN LINE WITH COMMENTS | CB | SKT | SKT |
| P01 | 05.05.23 | FIRST ISSUE | CB | SKT | SKT |

REVISIONS

CLIENT
MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT
MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE
CROSSING A44 AND A45 GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

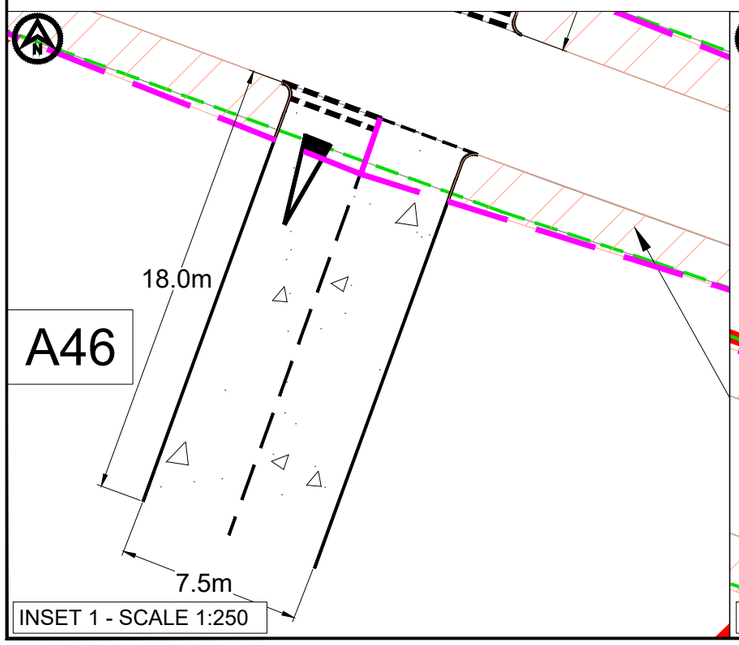
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |
| DATE 05.05.23 | SCALE AT A3 1:1000 | AUTOCAD REF. |

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

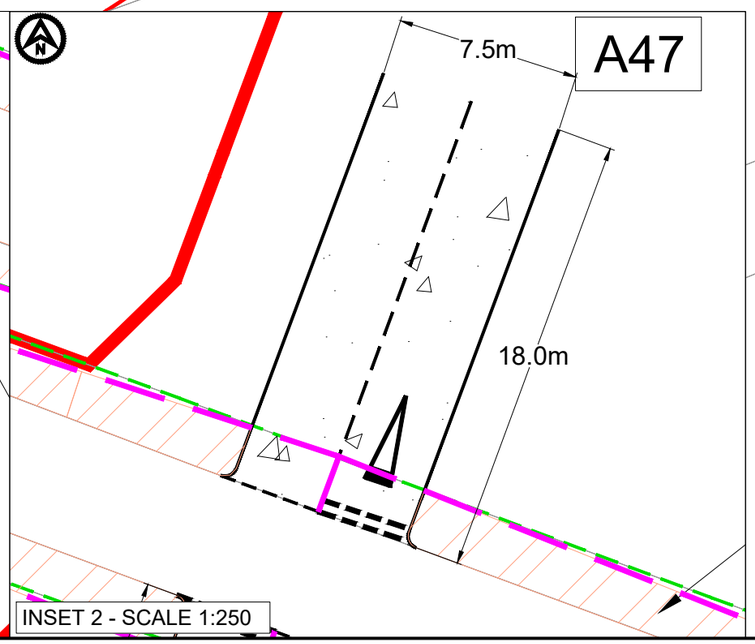
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0024

HEDGEROW MG_56
2.4m x 70m
2.4m x 70m
INSET 2
A47
7.5m
18.0m
HEDGEROW MC_55
HEDGEROW MC_54, MGMC_59 & MG_55
PROPOSED WARNING SIGN
A46
18.0m
7.5m
INSET 1
2.4m x 70m
2.4m x 70m
HEDGEROW MC_54

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



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 guarentee 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 | 23.06.25 | LAYOUT AMENDED AND WARNING SIGN ADDED | KP | SKT | SKT |
| P04 | 15.05.25 | 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

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

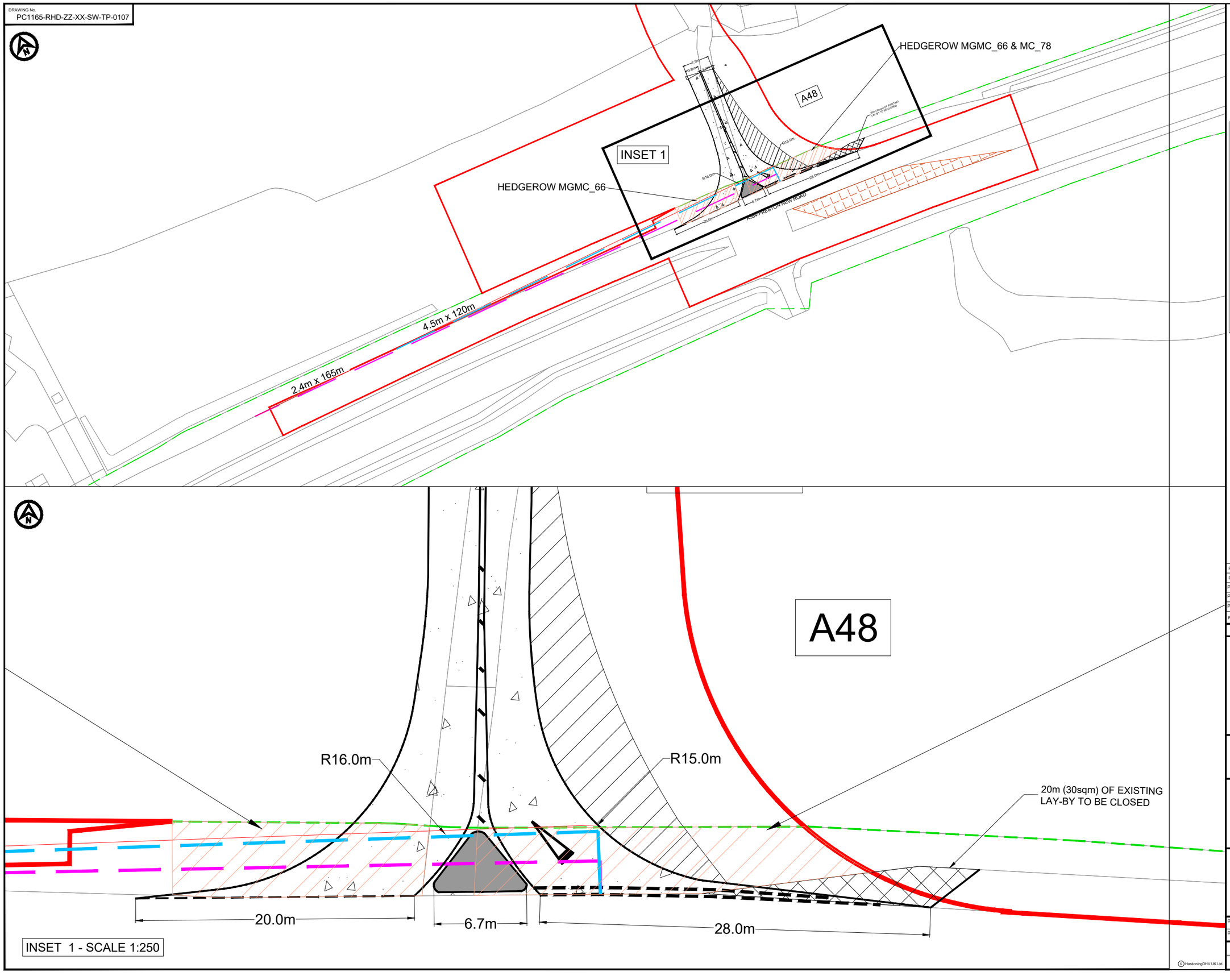
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0024
REVISION P06

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0107




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 guarentee 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 | 23.06.25 | HEADGROW REMOVAL ADDED | KP | SKT | SKT |
| P04 | 15.05.25 | 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

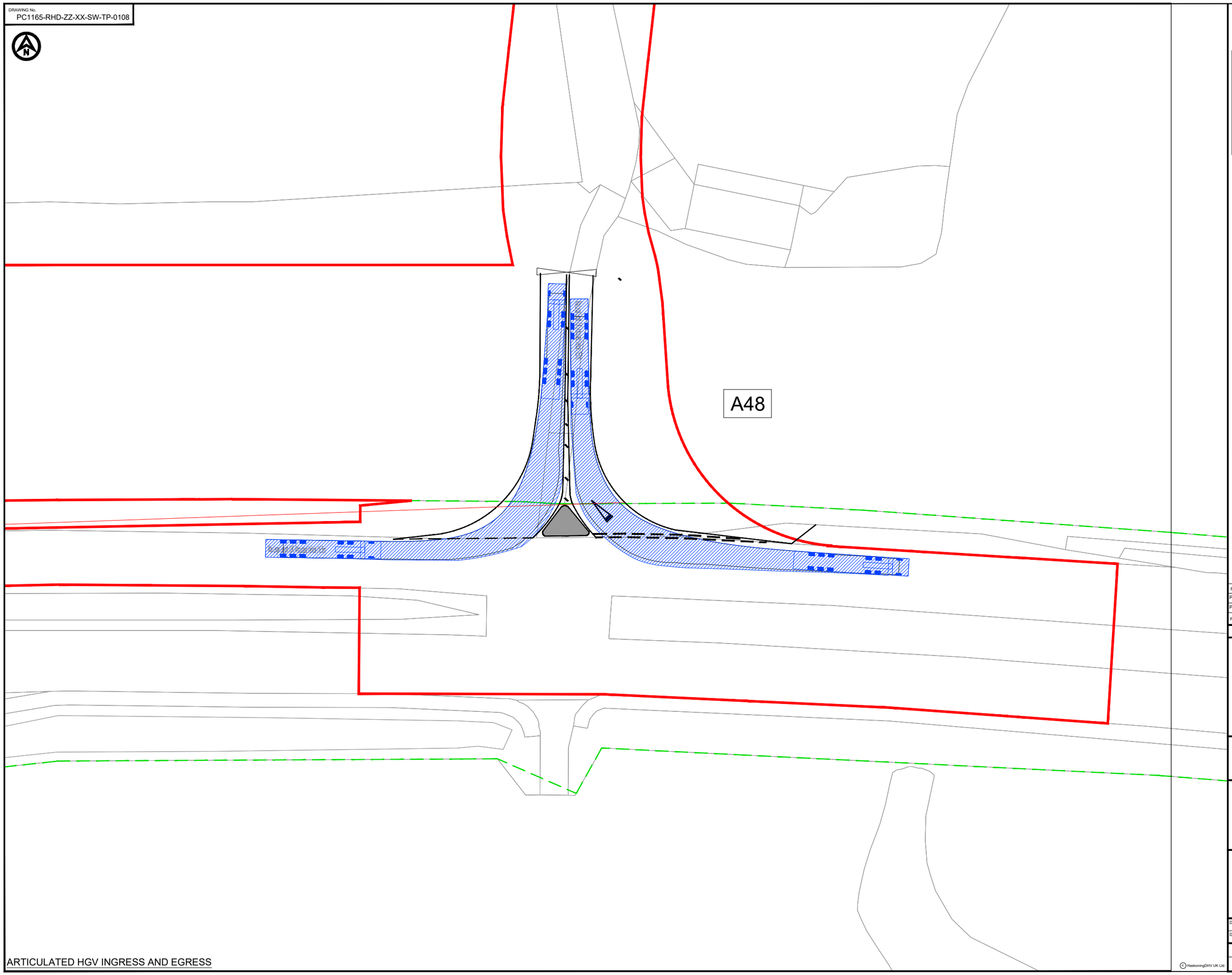
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.12.23 | 1:1000 | |

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

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0108



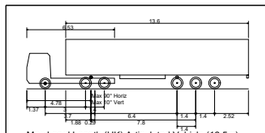

ARTICULATED HGV INGRESS AND EGRESS

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

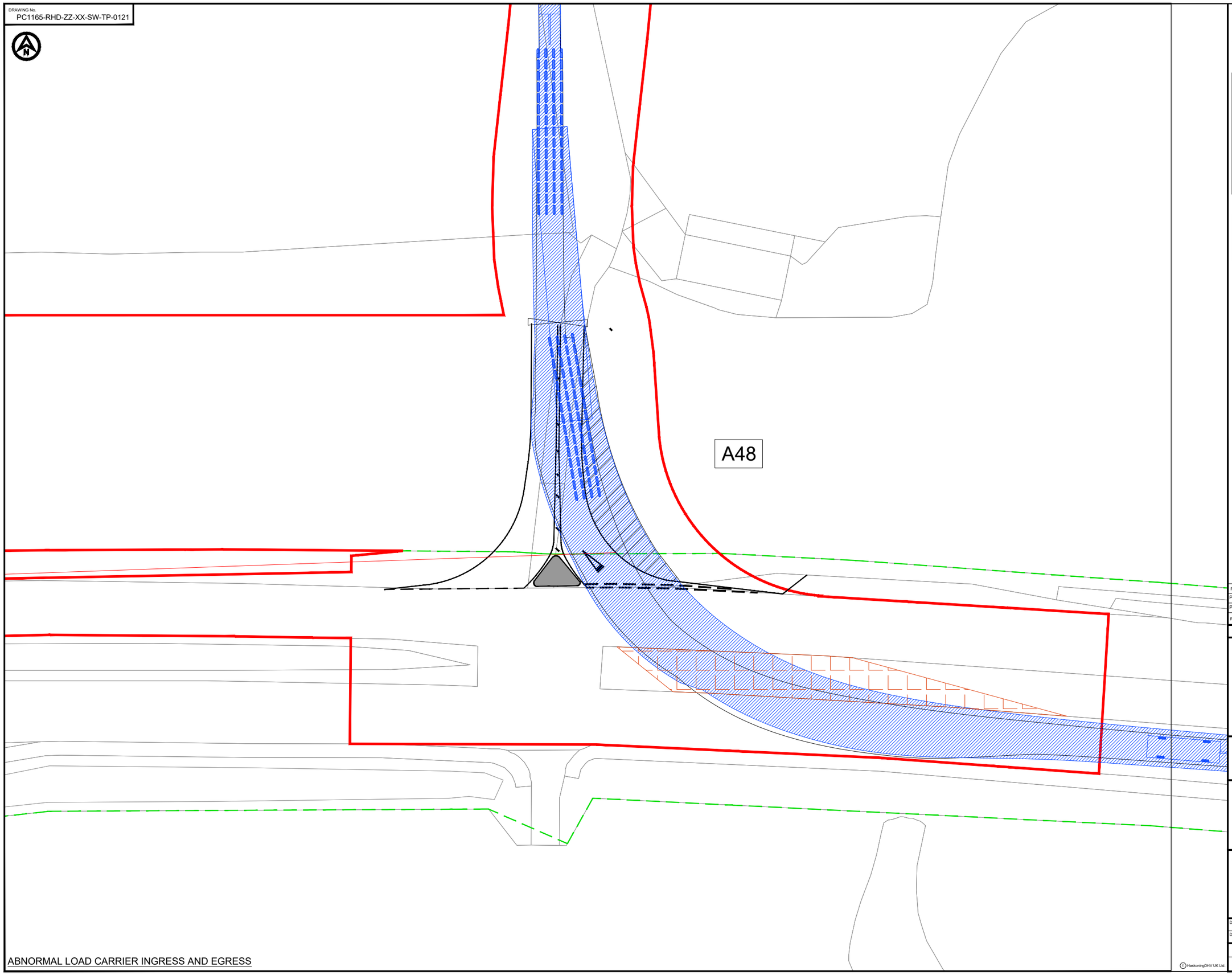
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.12.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0108 REVISION P03

CLIENT DWG No.

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




ABNORMAL LOAD CARRIER INGRESS AND EGRESS

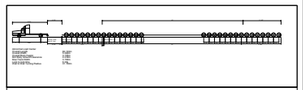
## NOTES

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 guarentee 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 CENTERAL ALIGNMENT (NOTE 3)
- PROPOSED GATE

### VEHICLE TRACKING



| Abnormal Load Carrier | |
|---|---|
| Overall Length | 80.103m |
| Overall Width | 5.000m |
| Overall Body Height | 3.075m |
| Min Ground Clearance | 0.750m |
| Max Track Width | 3.700m |
| Lock to lock time | 6.00s |
| Wall to Wall Turning Radius | 31.150m |

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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 -
ABNORMAL LOAD CARRIER


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together


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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 11.12.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0121 | REVISION P03

CLIENT DWG No.

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

HEDGEROW MGMC_76

A49

INSET 1

EXISTING BUS STOP

4.5m x 160m

2.4m x 160m

A584/PRESTON NEW ROAD

8.0m
3.5m
4.0m
R15.0m
R10.0m
17.3m
6.6m
28.0m

INSET 1 - SCALE 1:250

## NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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 | 15.05.25 | 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

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough, PE2 6FZ
Tel +44(0)1932 595568

Royal HaskoningDHV
Enhancing Society Together

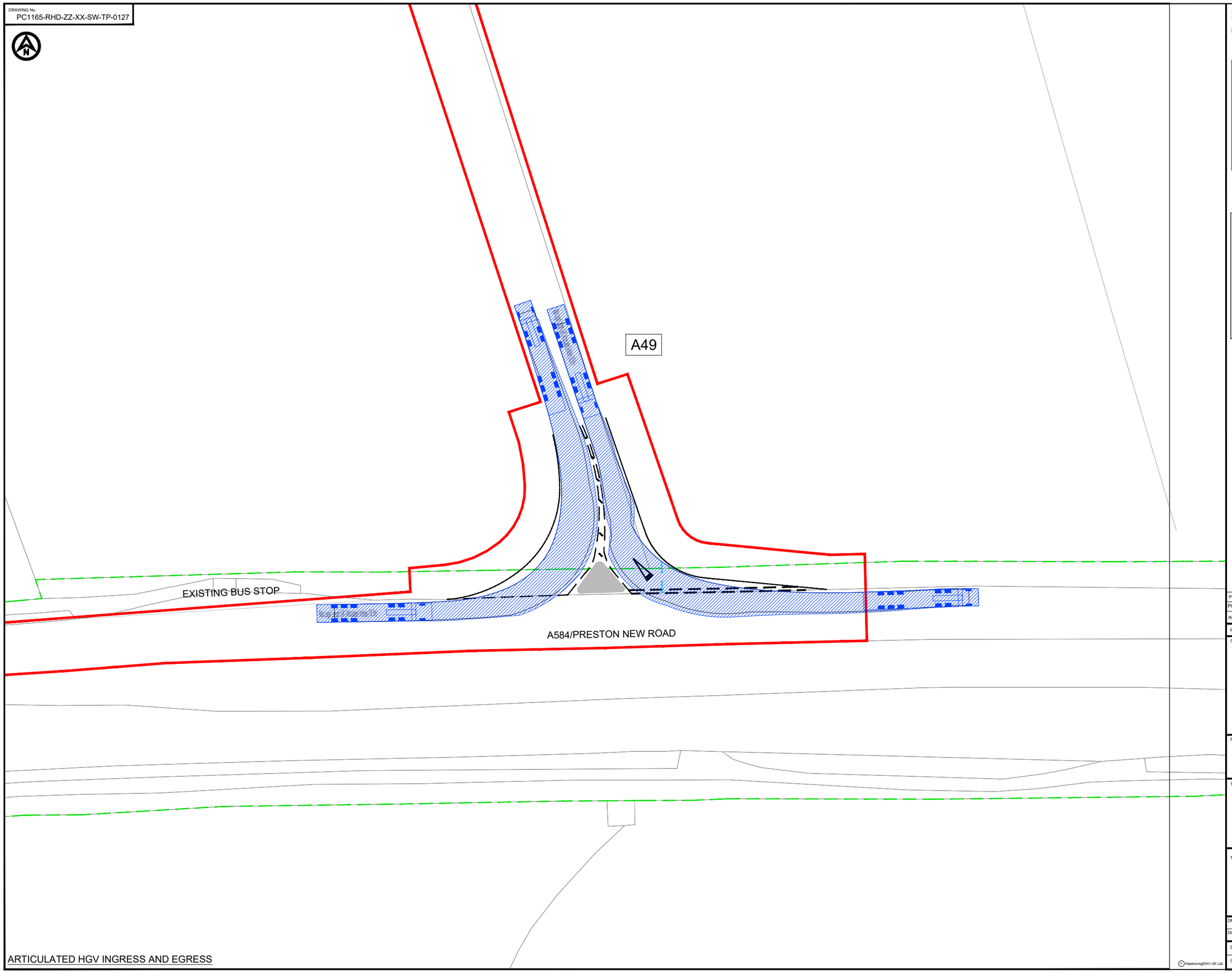
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 13.12.23 | 1:1000 | |

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

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0127

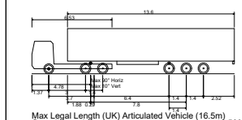



ARTICULATED HGV INGRESS AND EGRESS

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 guarentee the accuracy of data.

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

VEHICLE TRACKING



| Max Legal Length (UK) Articulated Vehicle (16.5m) | |
|---|---|
| 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.206 | 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

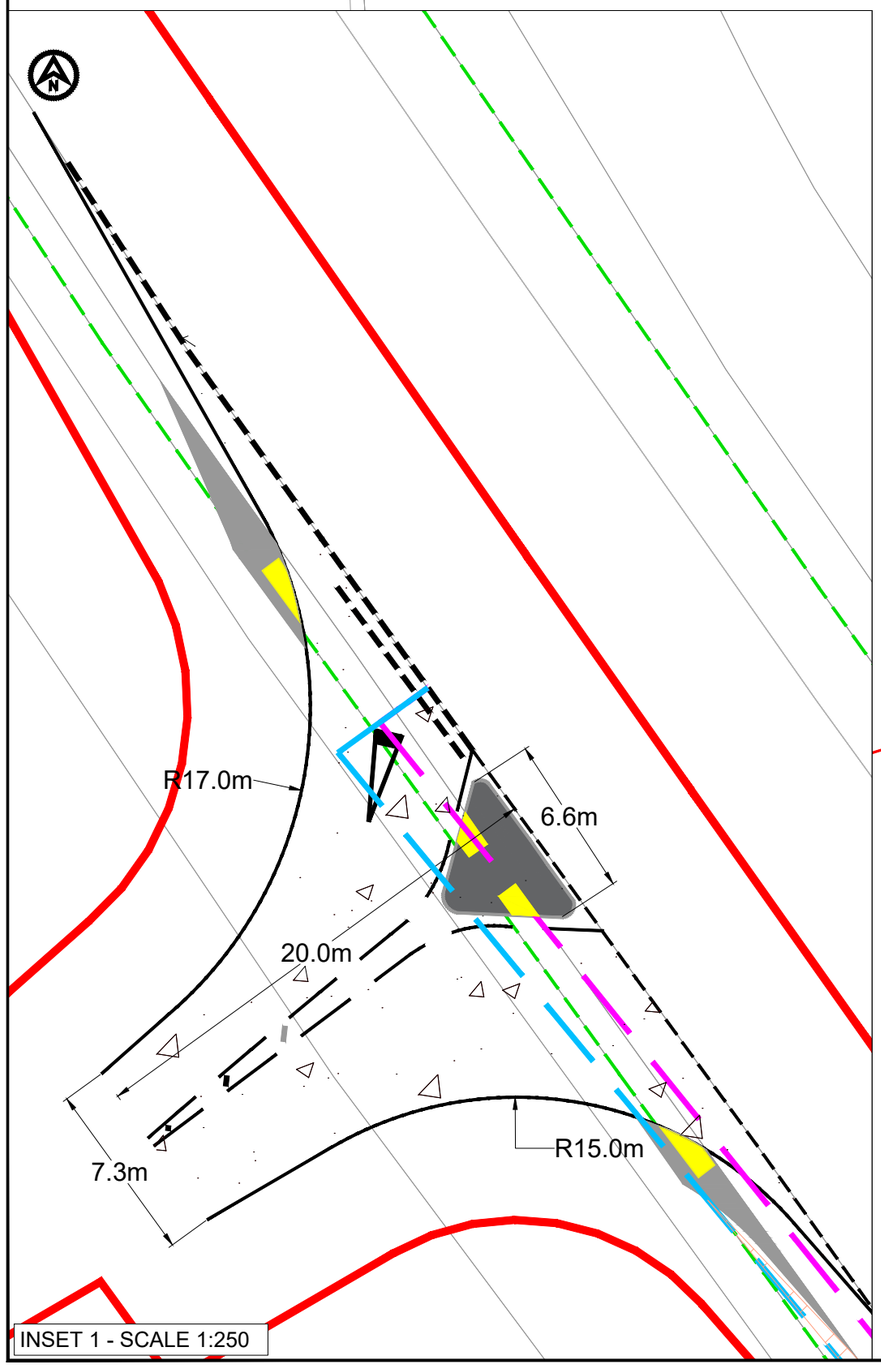
TITLE
ACCESS A49
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1832 589500
[redacted]
Royal HaskoningDHV
Enhancing Society Together

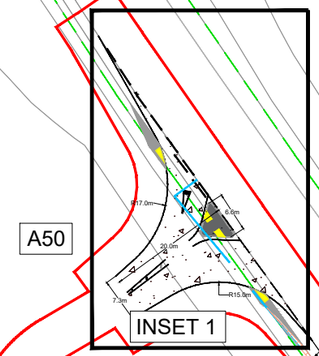
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |
| DATE | SCALE AT A3 | AUTOCAD REF. |
| 13.12.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0127 REVISION P02
CLIENT DWG No.

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




INSET 1 - SCALE 1:250




A50

INSET 1

HEDGEROW MG_99

2.4m x 160m
4.5m x 160m

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 guarentee 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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-0025
REVISION P03

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0061


ARTICULATED HGV INGRESS AND EGRESS

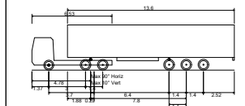
## NOTES

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 guarentee 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



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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | 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 A50
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569566
Royal HaskoningDHV
Enhancing Society Together

| 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 P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0026

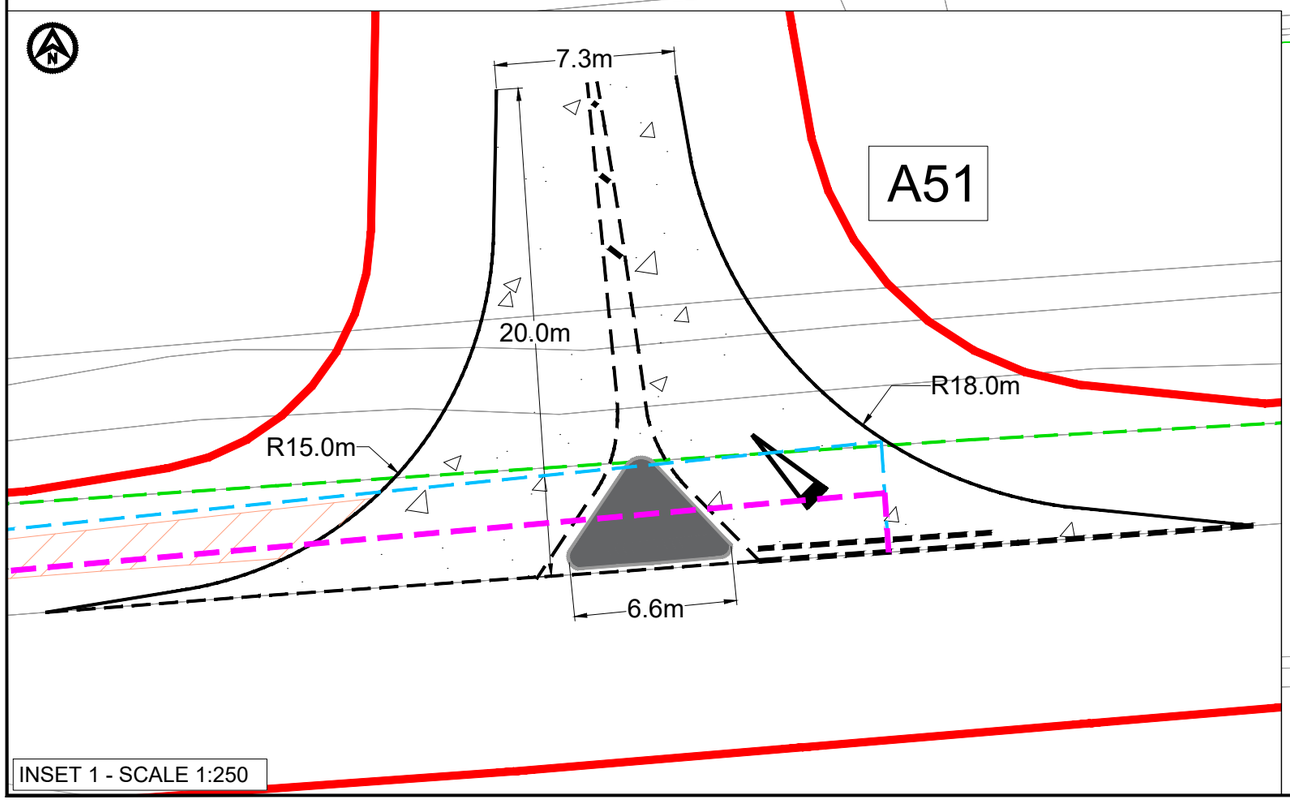
HEDGEROW MC-87

2.4m x 180m

4.5m x 180m

A51

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 guarentee 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 | 23.06.25 | VISBILITY AMENDED | KP | SKT | SKT |
| P03 | 15.05.25 | 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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

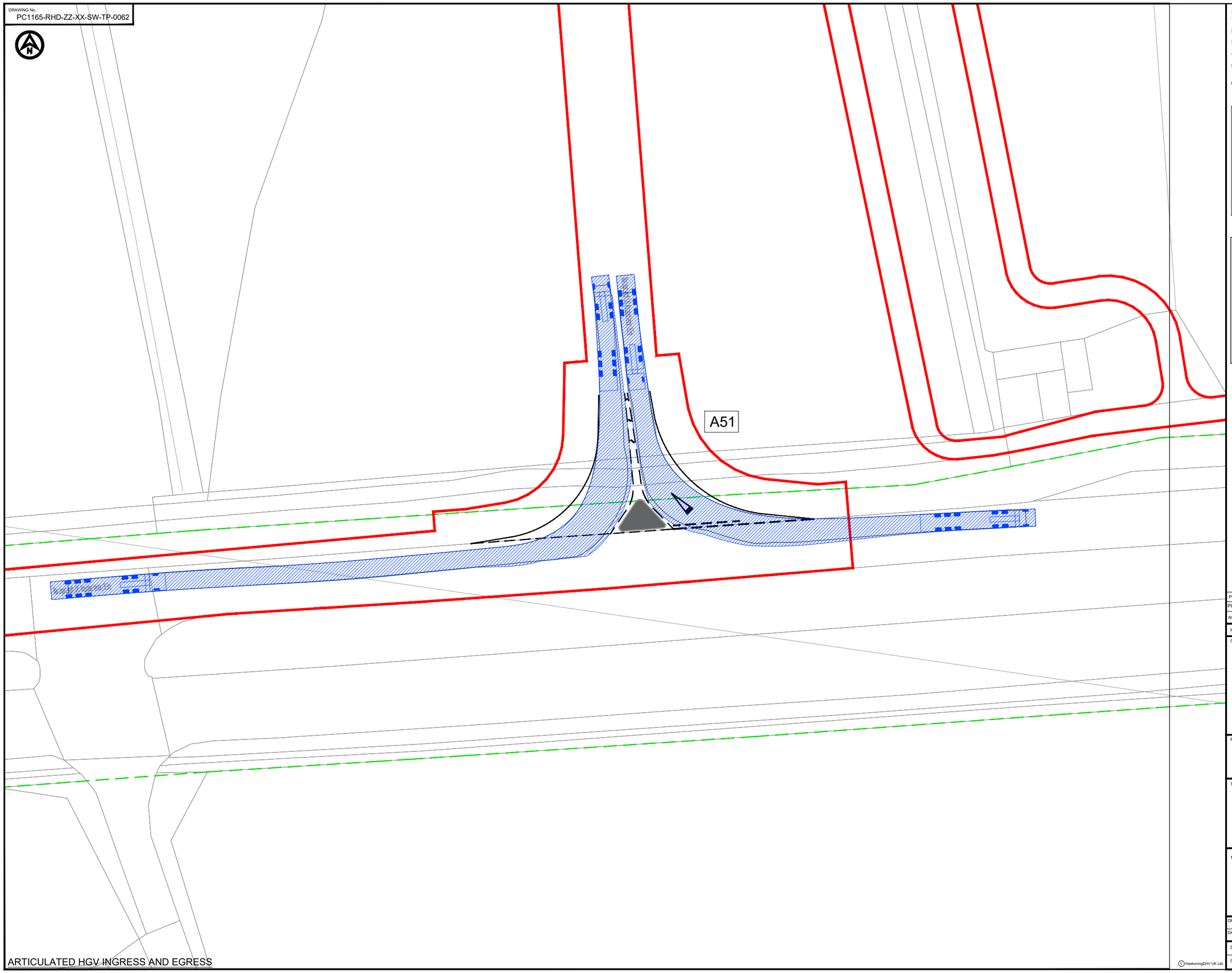
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0026 REVISION P04

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0062




ARTICULATED HGV INGRESS AND EGRESS

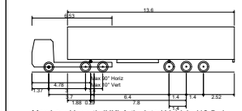
## NOTES

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 guarentee 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 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | 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
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

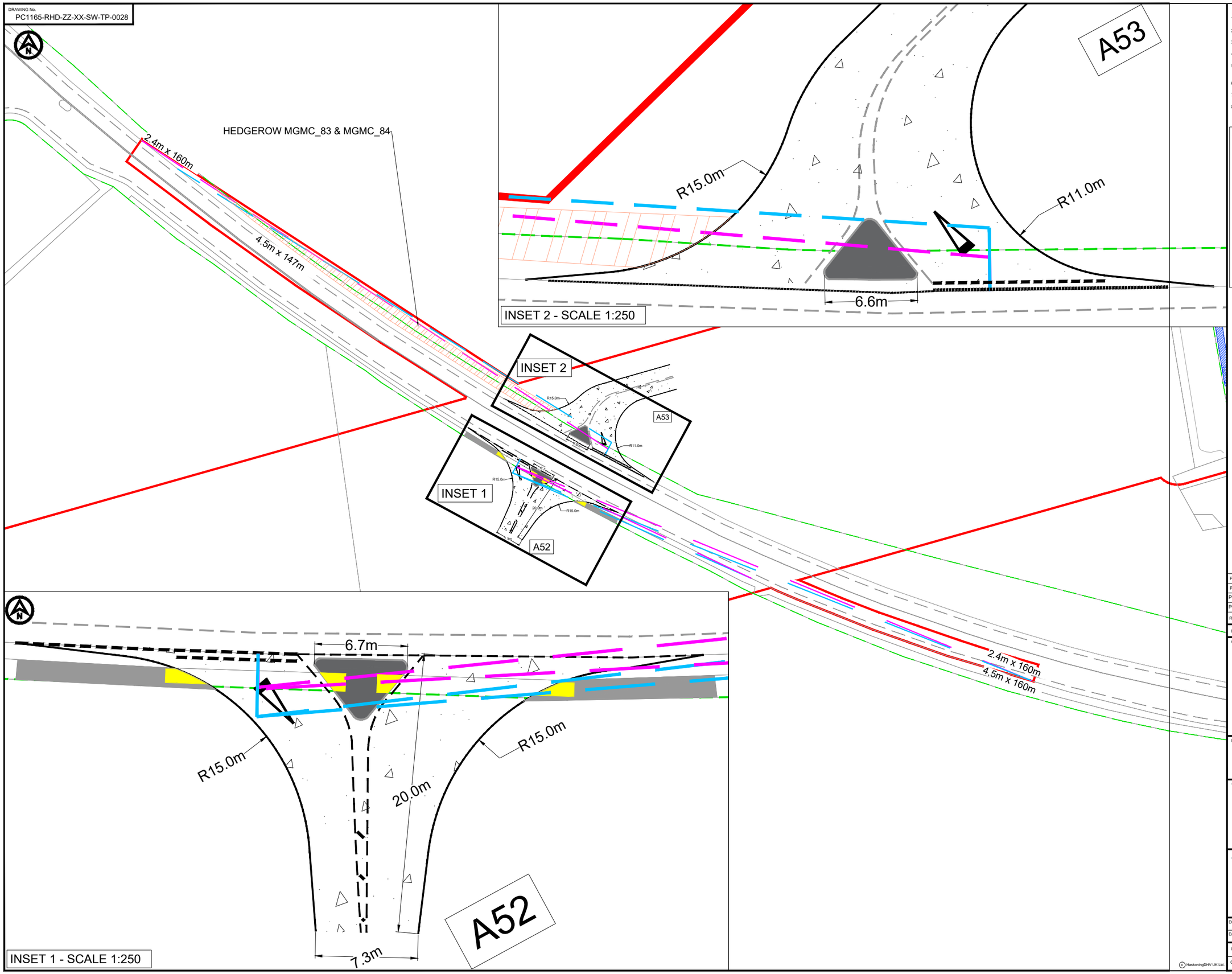
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0062 REVISION P02

CLIENT DWG No.

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







INSET 2 - 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 guarentee 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 - Viability 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)

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 12.09.25 | VISIBILITY AMENDED | KP | SKT | SKT |
| P03 | 15.05.25 | 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 A52 AND A53
GENERAL ARRANGEMENT

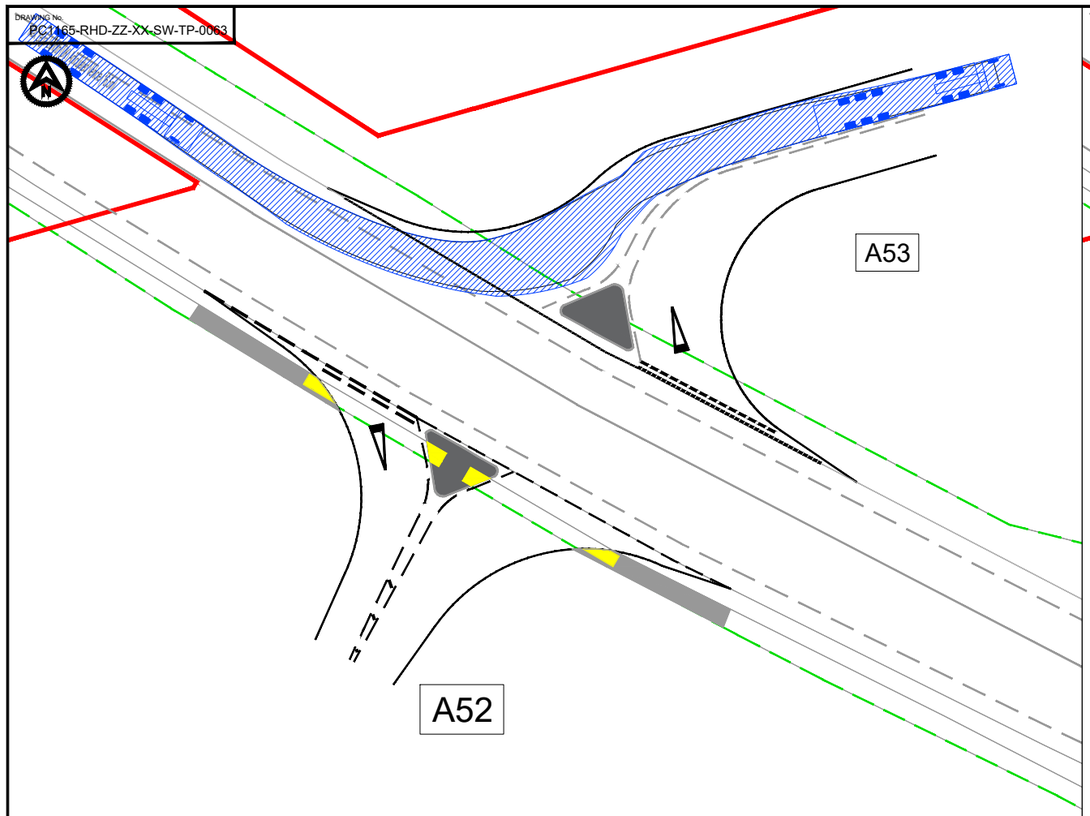

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 565656
[redacted]
Royal HaskoningDHV
Enhancing Society Together


| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

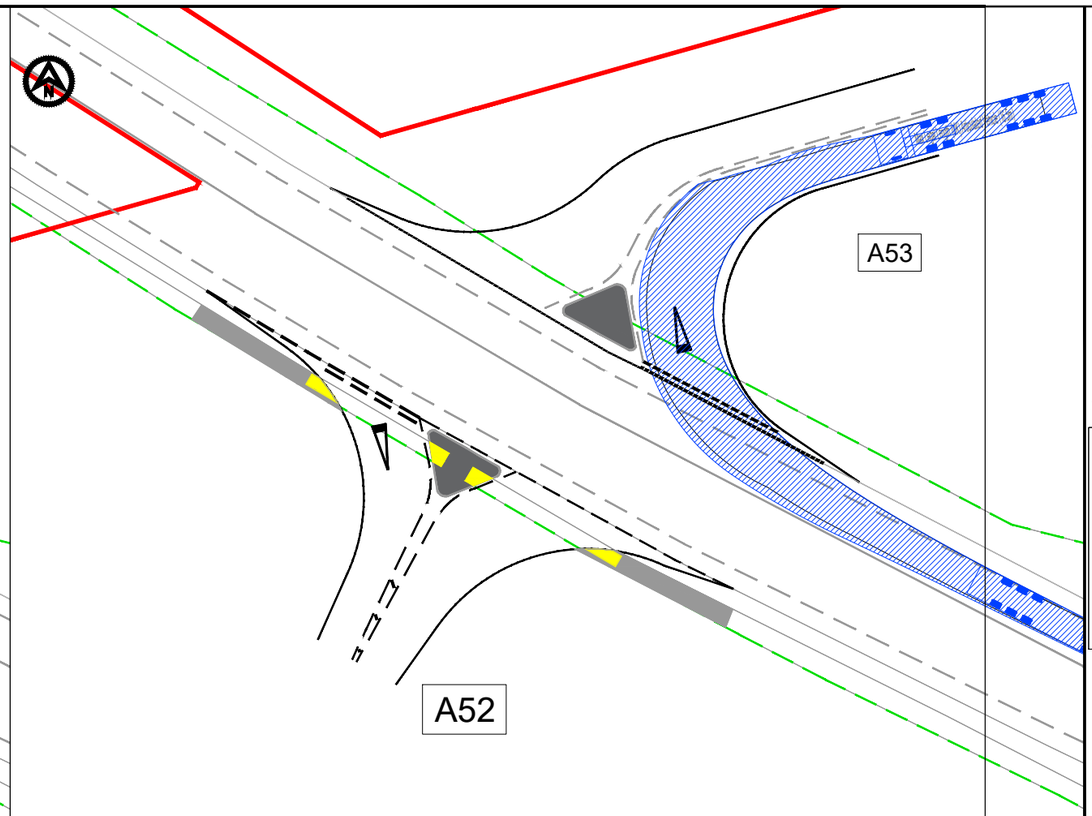
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0028
CLIENT DWG No.
REVISION P04

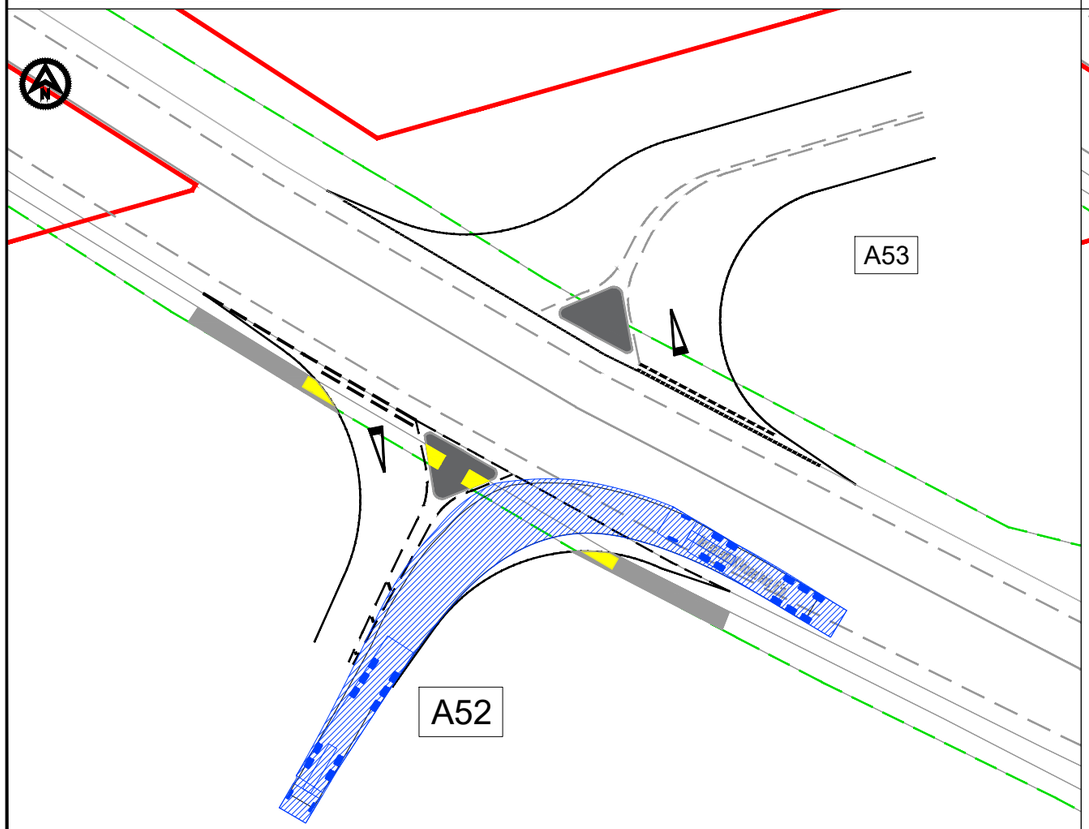
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0063



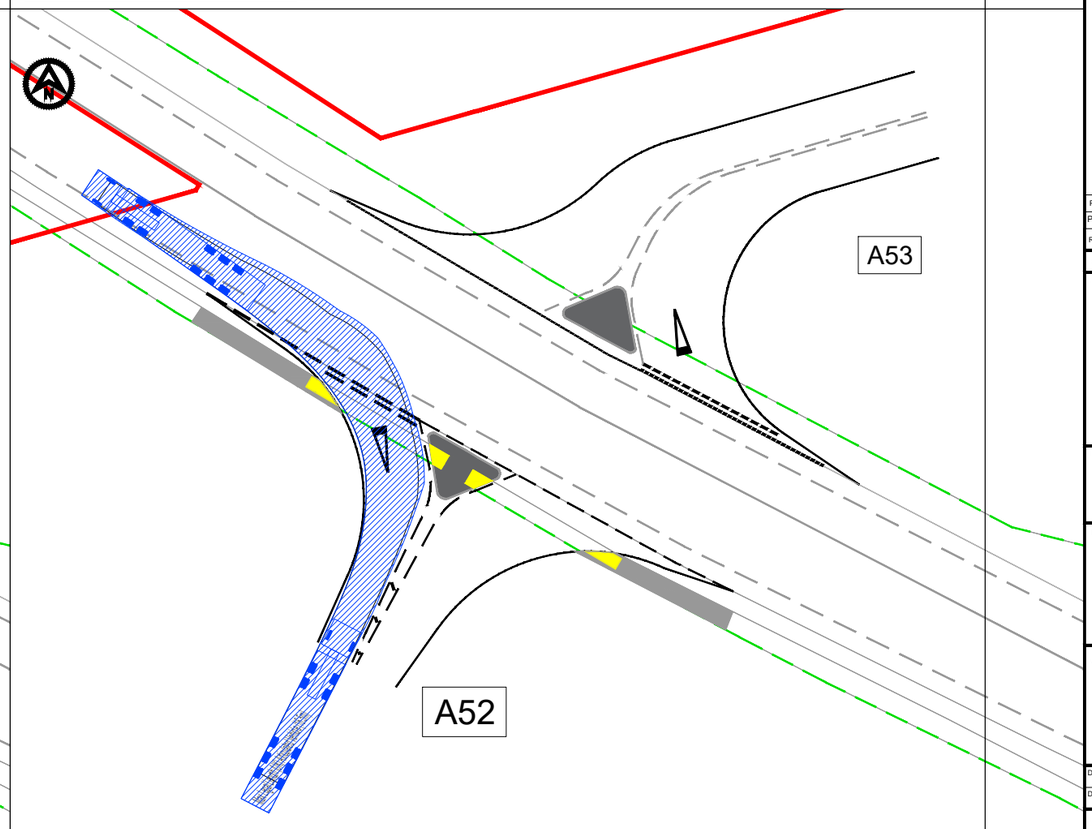

ARTICULATED HGV INGRESS A53




ARTICULATED HGV EGRESS A53




ARTICULATED HGV INGRESS A52




ARTICULATED HGV EGRESS A52

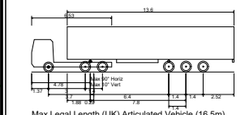


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access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




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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | 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 A52 AND A53 SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1832 595600

Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

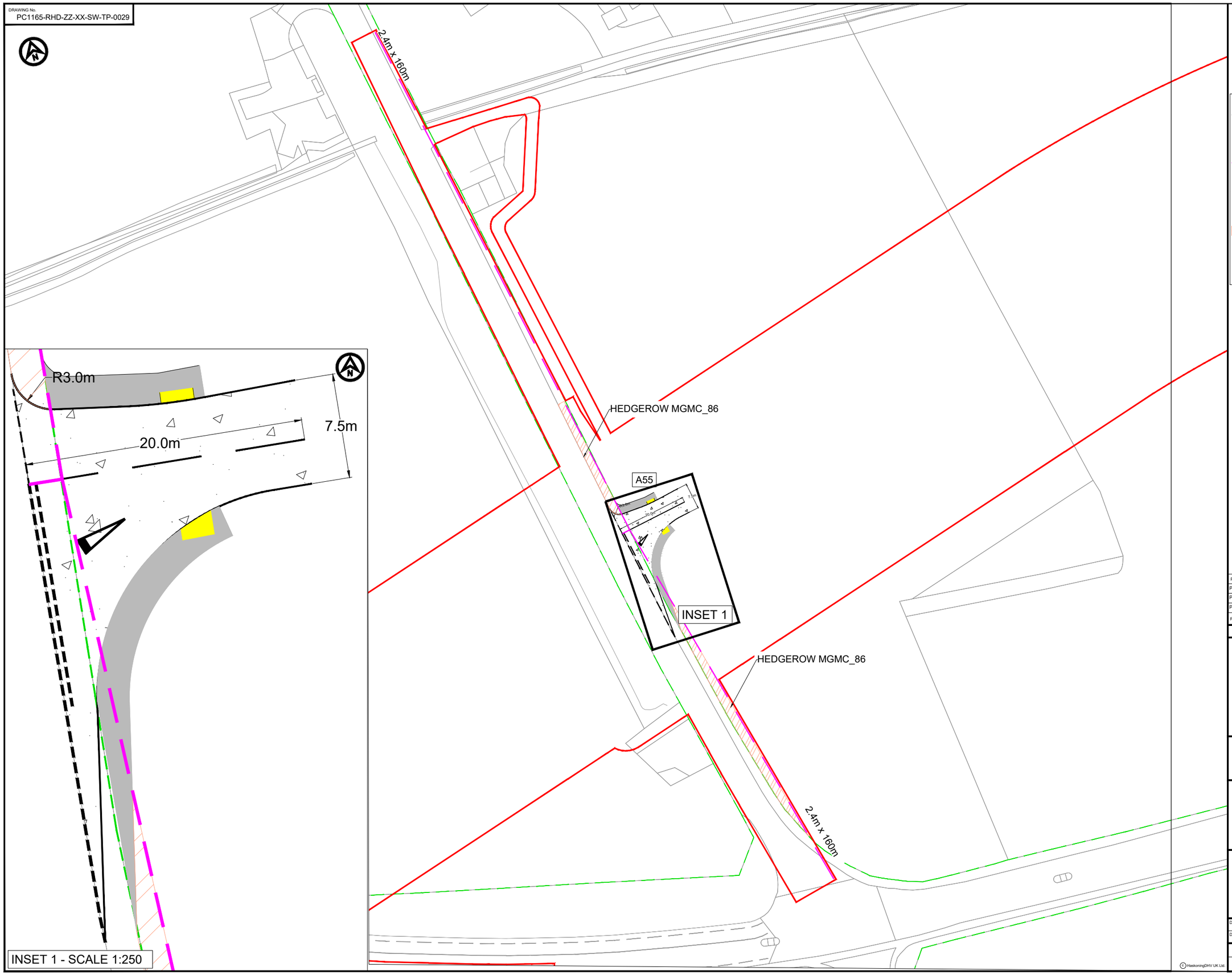
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:500 | |

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

REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0029







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 guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Hedgerow reference relates to drawing BP-GBR-MORG-REG-0185 TPO and Hedgerow Plan Sheet 15 of 19.

KEY

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 15.08.25 | 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

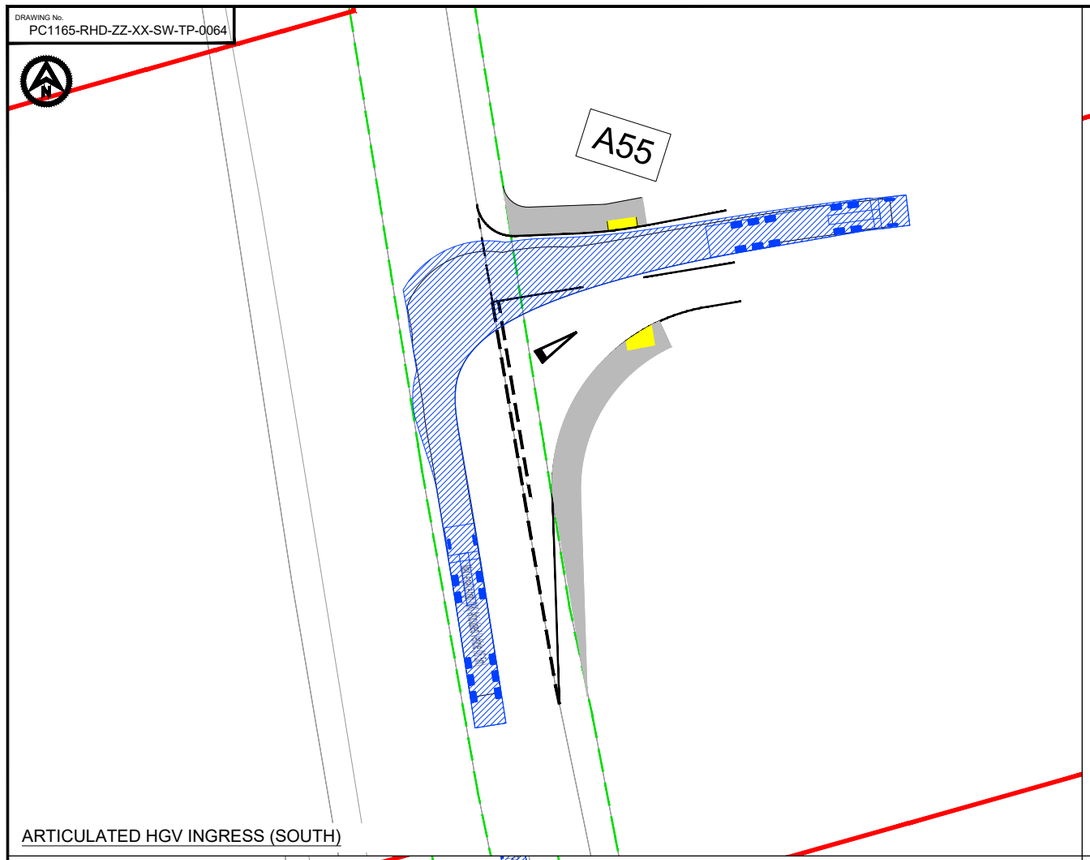
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569566
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

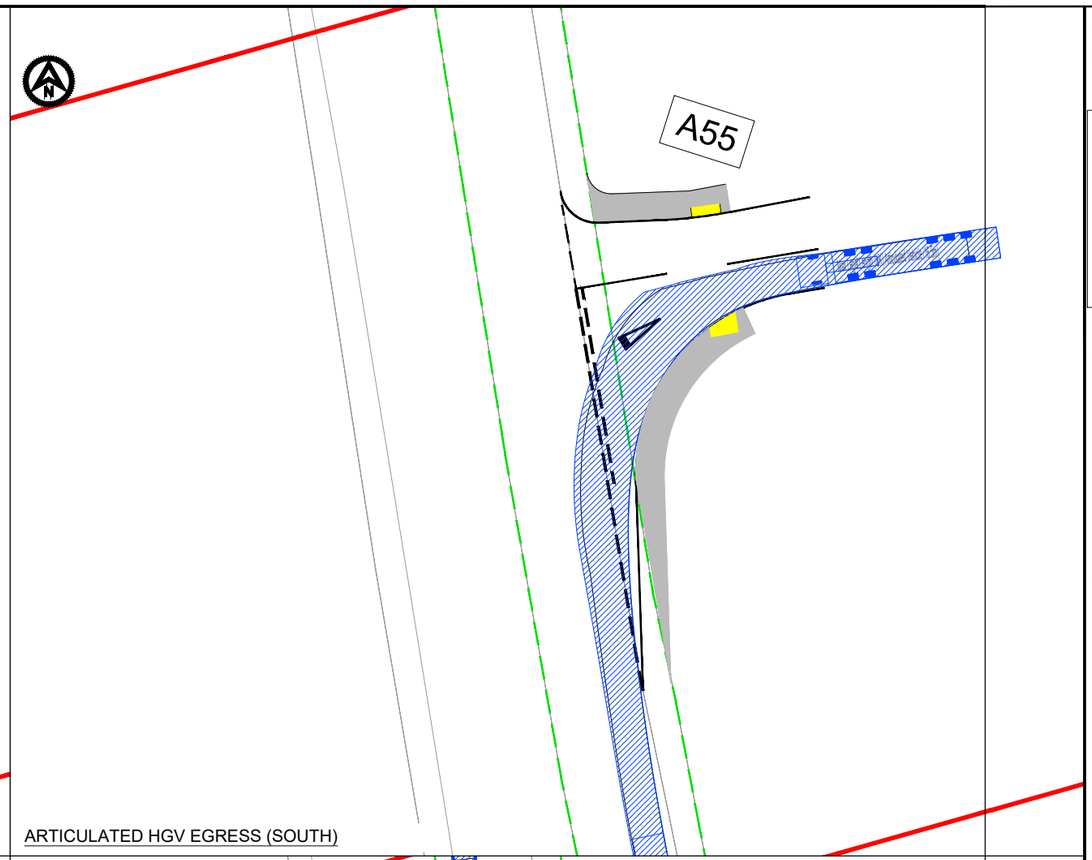
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0029
REVISION P04
CLIENT DWG No.

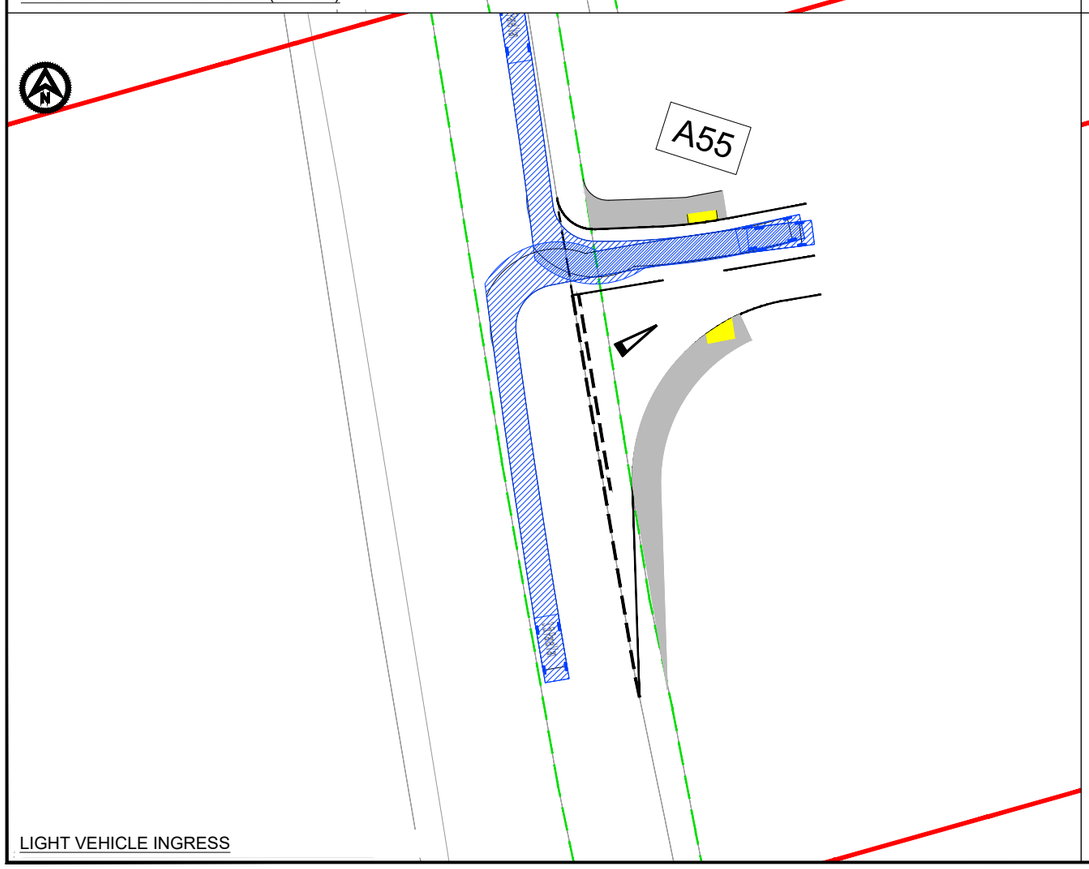
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0064



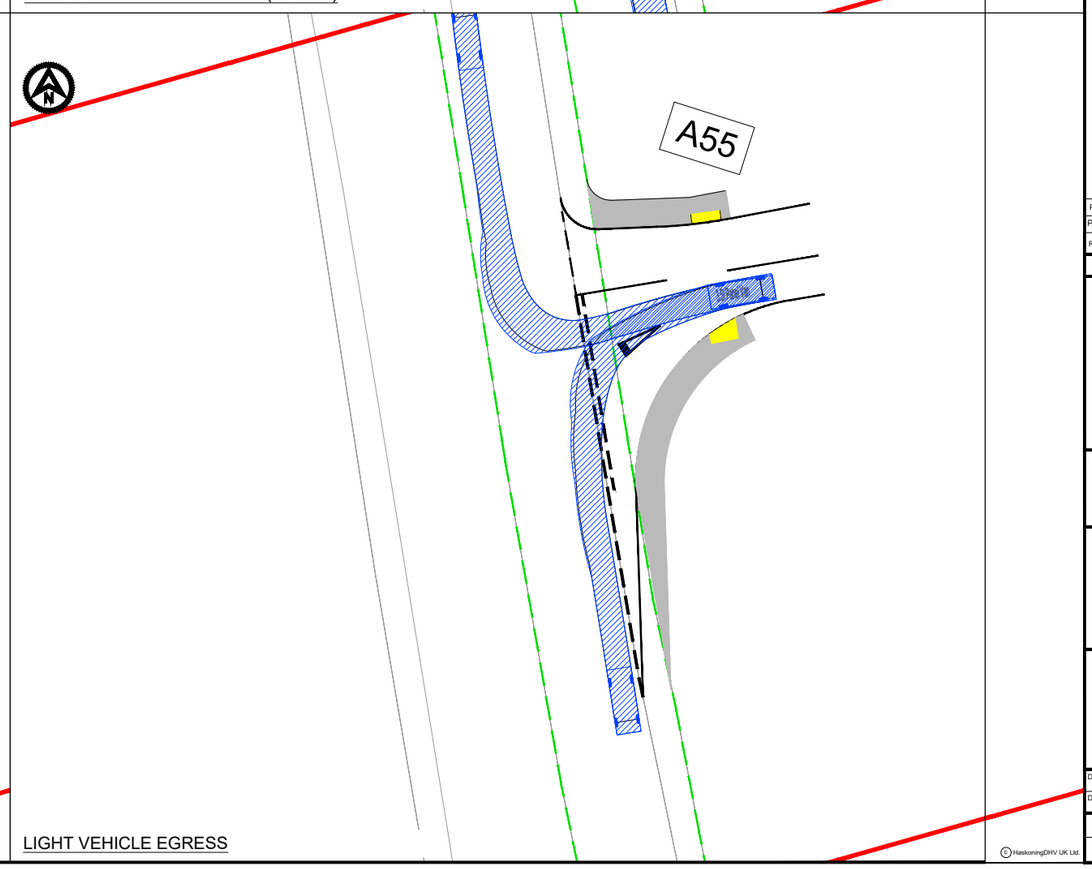

ARTICULATED HGV INGRESS (SOUTH)




ARTICULATED HGV EGRESS (SOUTH)




LIGHT VEHICLE INGRESS




LIGHT VEHICLE EGRESS

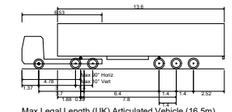


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

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

VEHICLE TRACKING



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

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

3.5t Panel Van

| | |
|---|---|
| Overall Length | 5.339m |
| Overall Width | 1.986m |
| Overall Body Height | 2.565m |
| Min Body Ground Clearance | 0.338m |
| Track Width | 1.969m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED AND ALIGNMENT AMENDED | KP | 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
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1832 595600
[redacted]
Royal HaskoningDHV
Enhancing Society Together

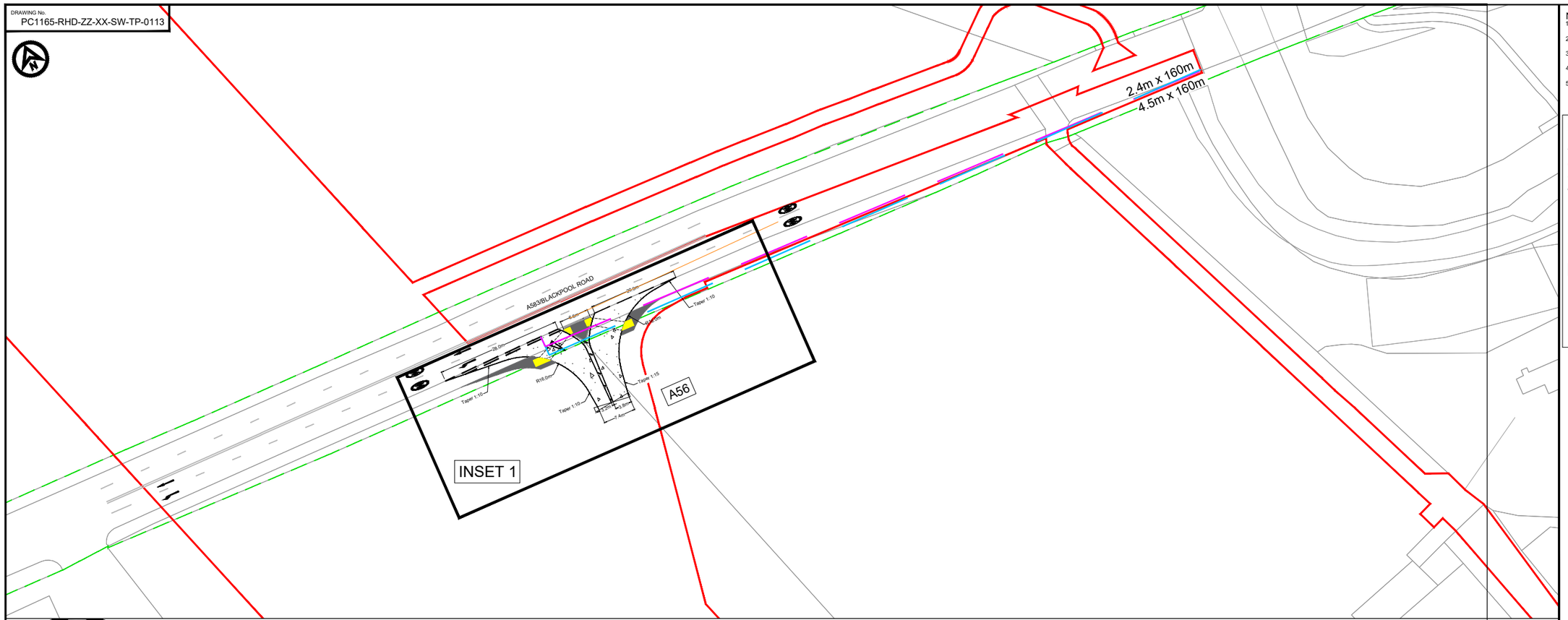
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| CB | SKT | SKT |

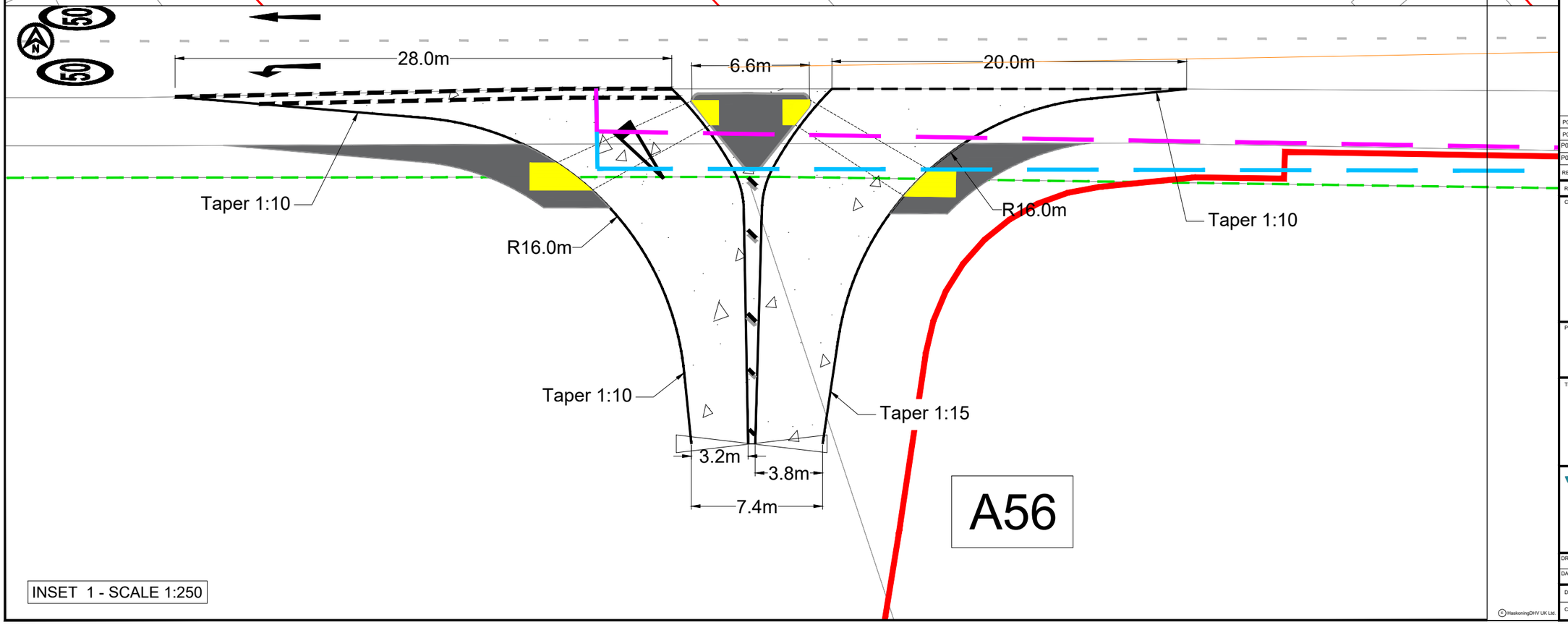
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.05.2023 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0064 REVISION P02

CLIENT DWG No.

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




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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | ROAD MARKINGS AMENDED | KP | SKT | SKT |
| P03 | 15.05.25 | 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 |

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


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together


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

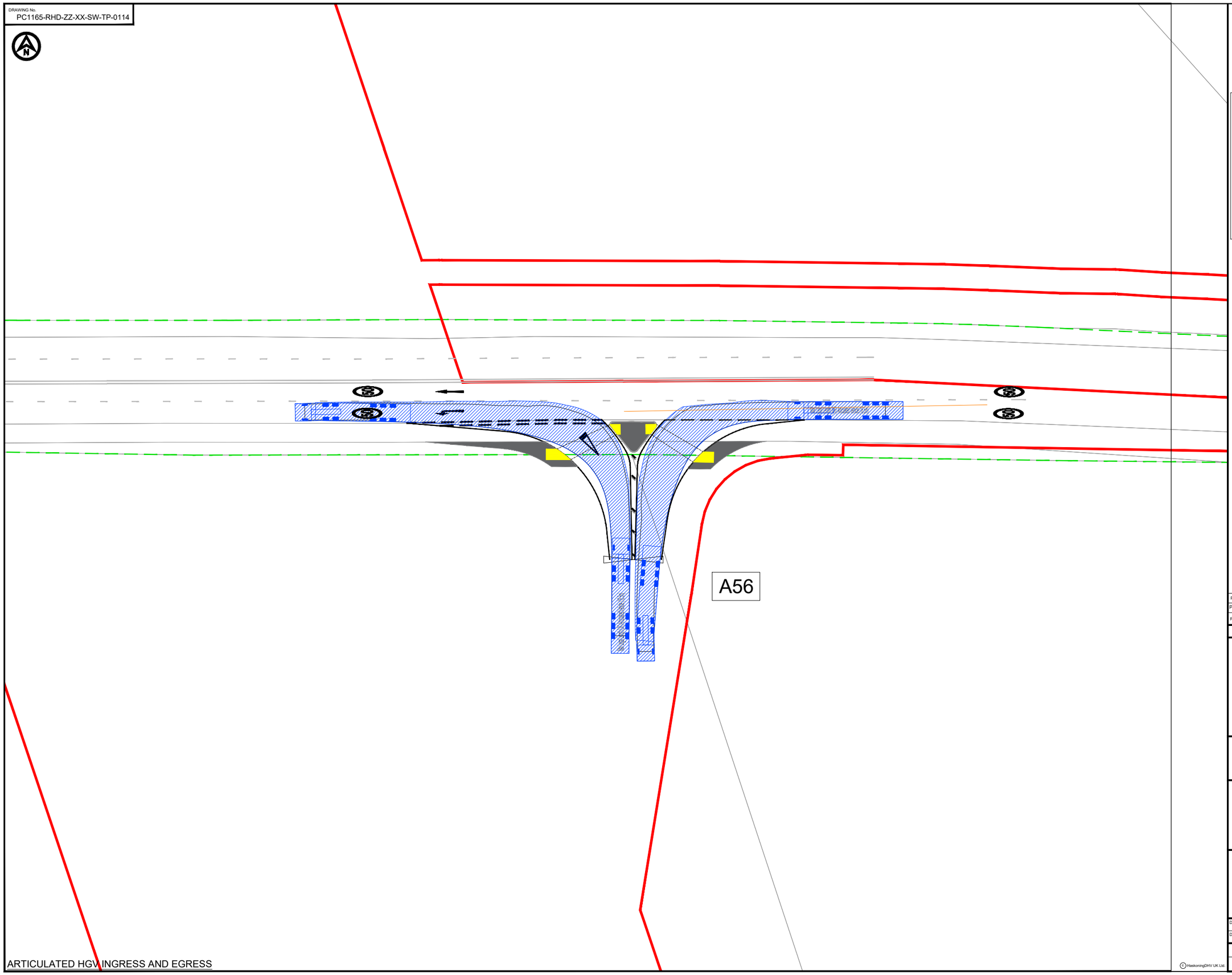
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 06.12.23 | 1:1000 | |

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

REVISION P04

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0114




ARTICULATED HGV INGRESS AND EGRESS

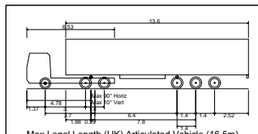
## NOTES

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 guarentee 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 | 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 06.12.23 | 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

A56 ACCESS
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 566566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

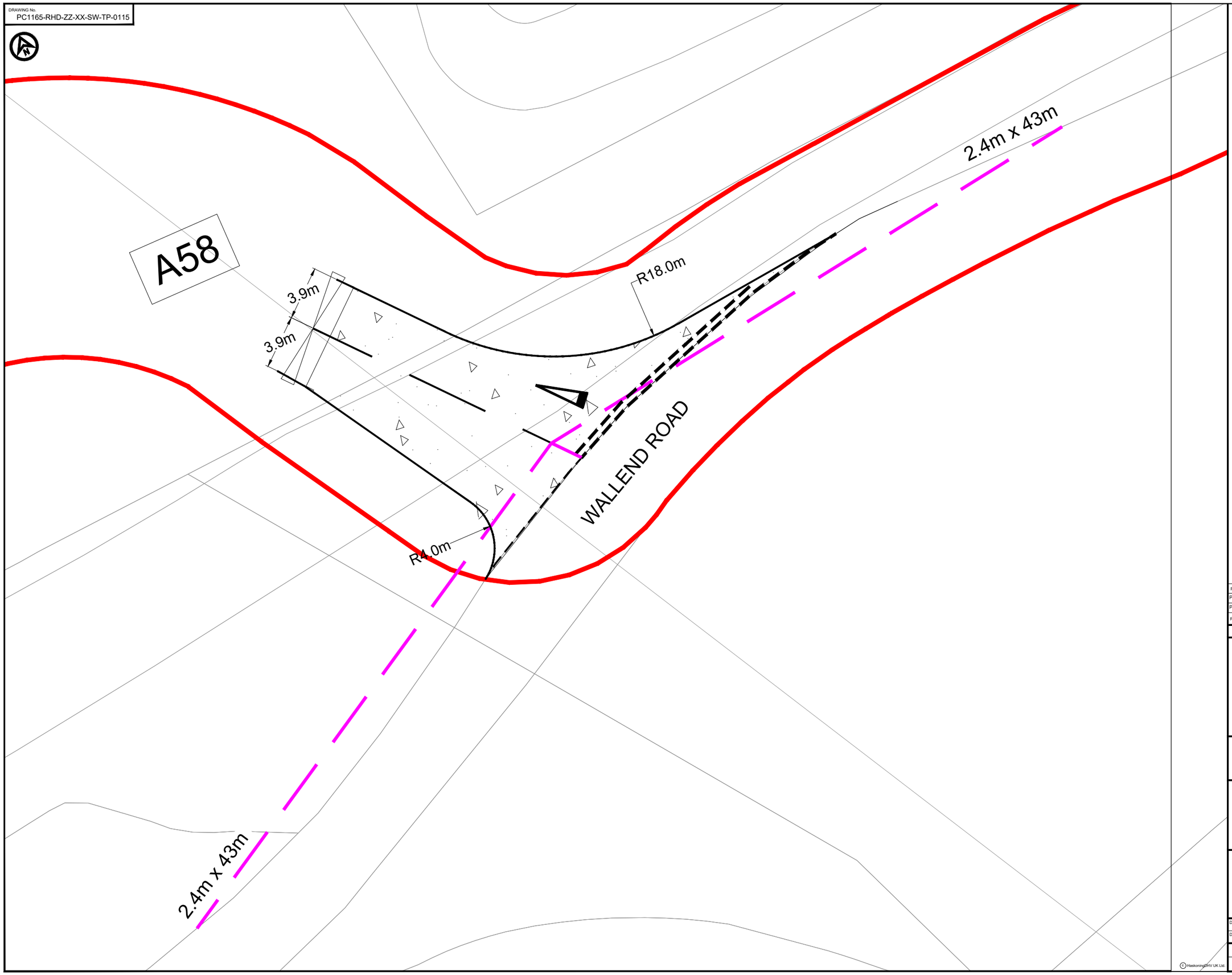
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 06.12.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0114

REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0115




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 guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

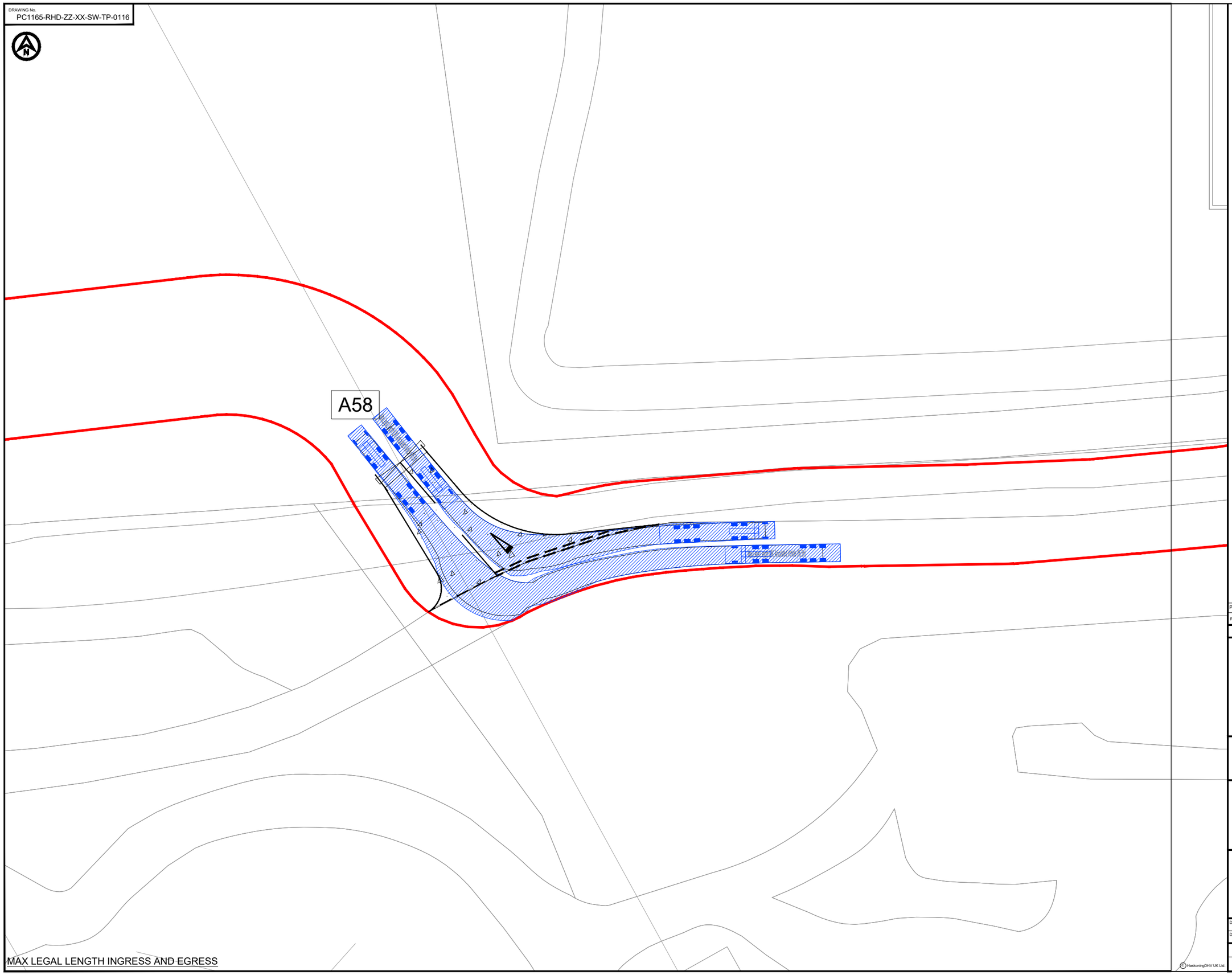
A58 ACCESS
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |
| DATE | SCALE AT A3 | AUTOCAD REF. |
| 06.12.23 | 1:250 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0115
REVISION P03
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0116




MAX LEGAL LENGTH INGRESS AND EGRESS

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

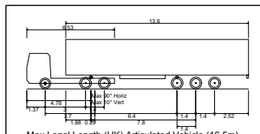
KEY

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 | 3.681m |
| 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 06.12.23 | 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

A58 ACCESS
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 565565

Royal HaskoningDHV
Enhancing Society Together

| 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 P01

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0134

PROPOSED WARNING SIGN (WEST)

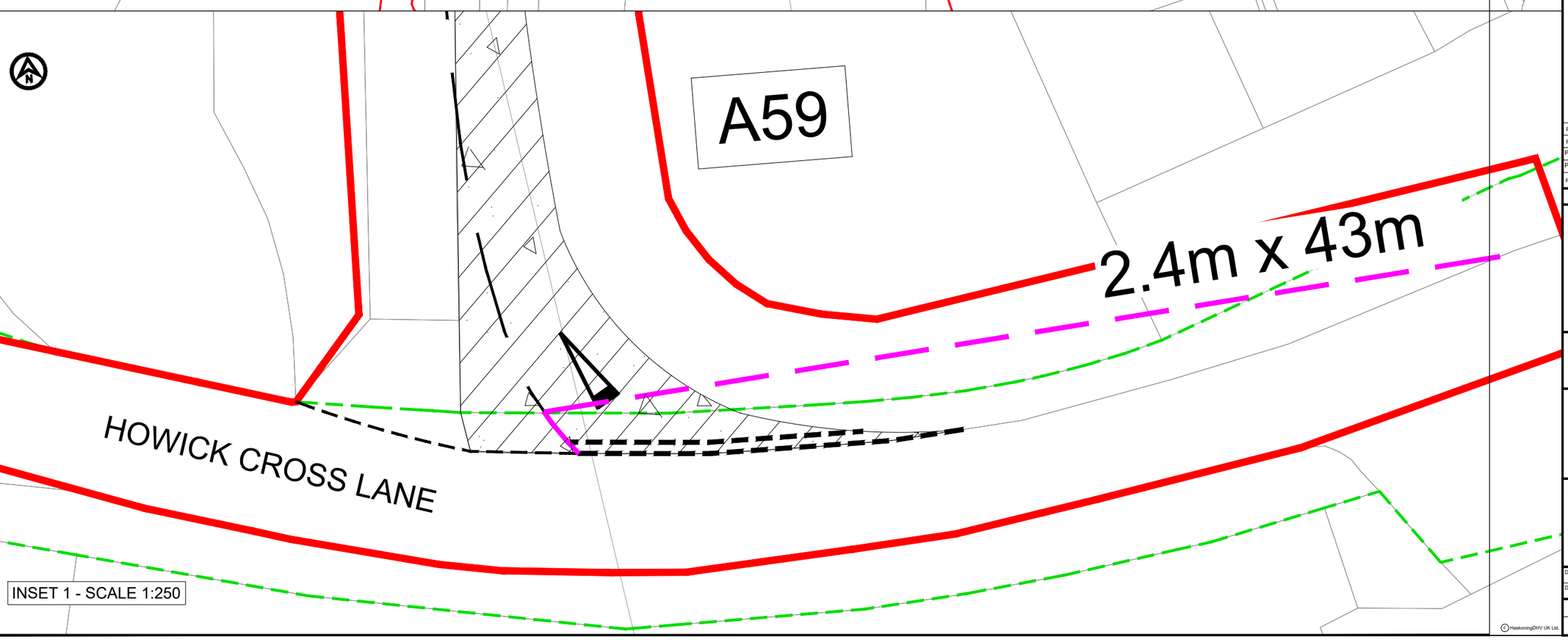
A59

INSET 1

2.4m x 43m

HOWICK CROSS LANE

PROPOSED WARNING SIGN (EAST)




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 guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.
6. Requirement for diverge tapers to be determined once daily flows into access established.
7. Vehicular access to be managed with a banksperson to determine oncoming vehicles
8. Sign width 680mm, lateral clearance 450mm, total width required 1.13m. Distance between carriageway edge and dco boundary:
   West - 1.3m
   East - distance between carriageway edge and back of verge is measured on site at 1.2m

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 23.06.25 | 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 |

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

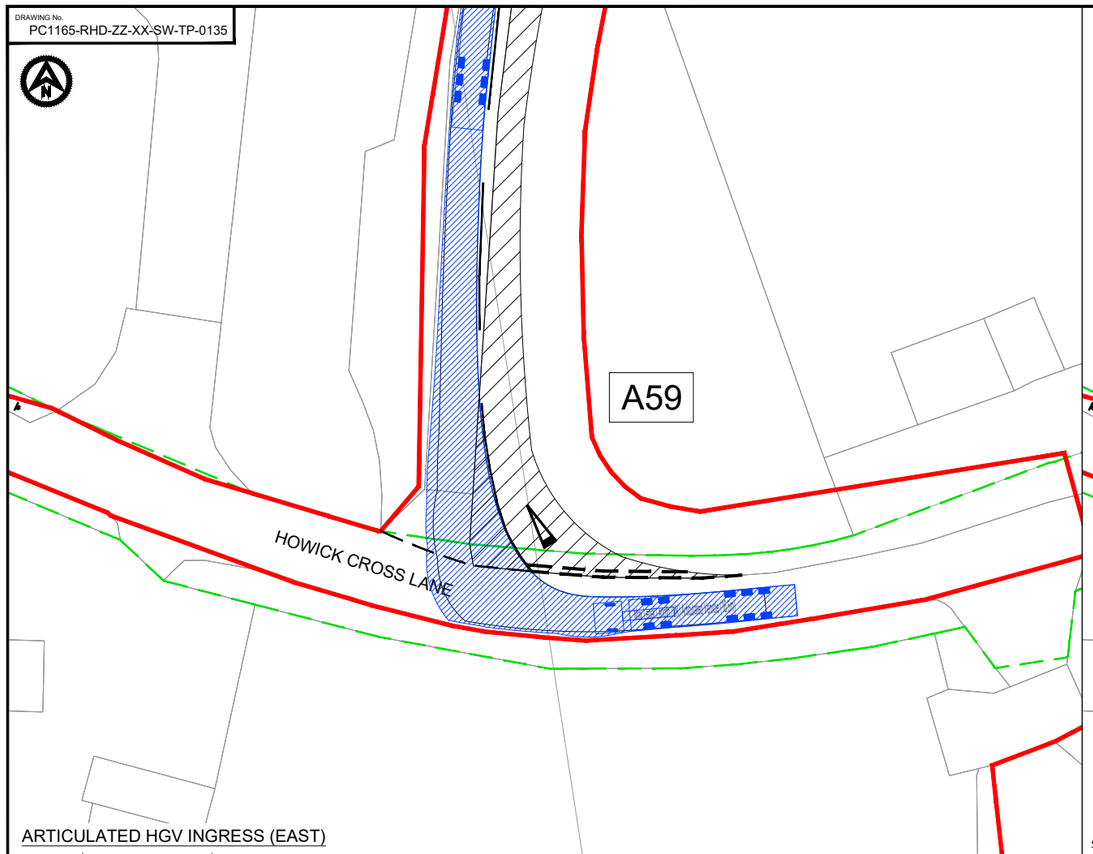
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

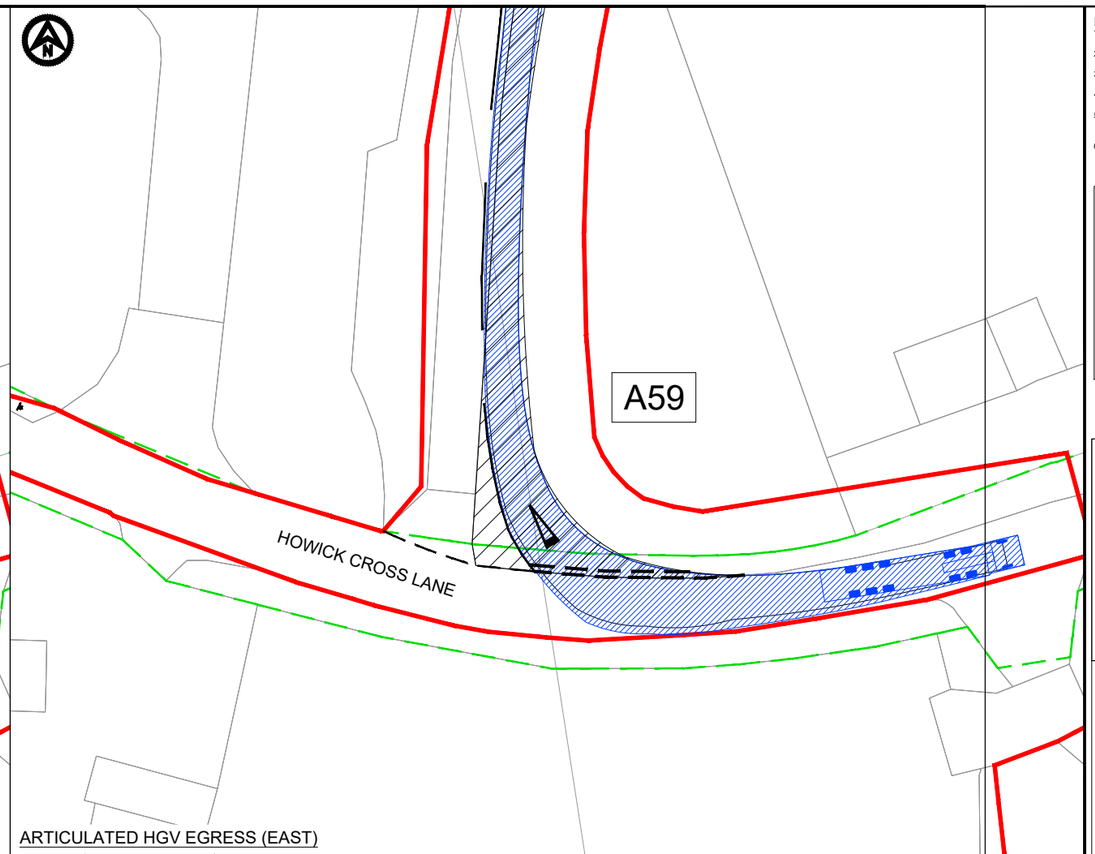
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.01.24 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0134
REVISION P04
CLIENT DWG No.

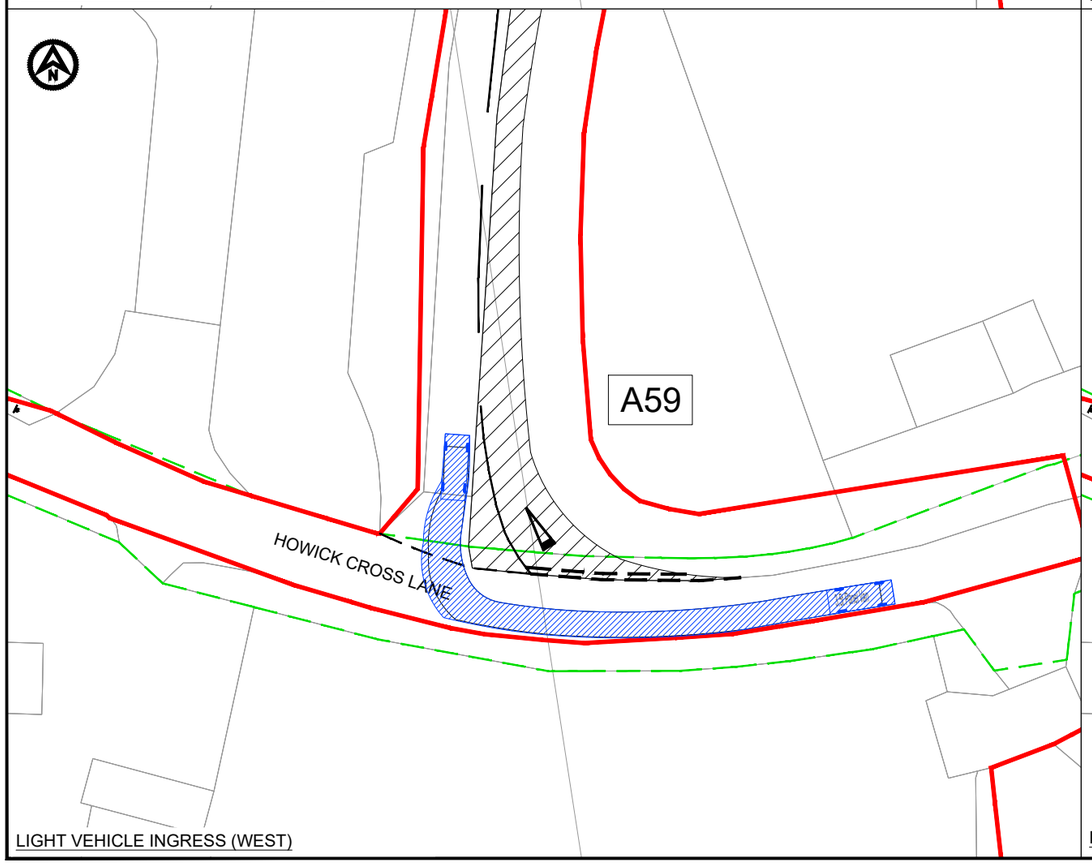
DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0135



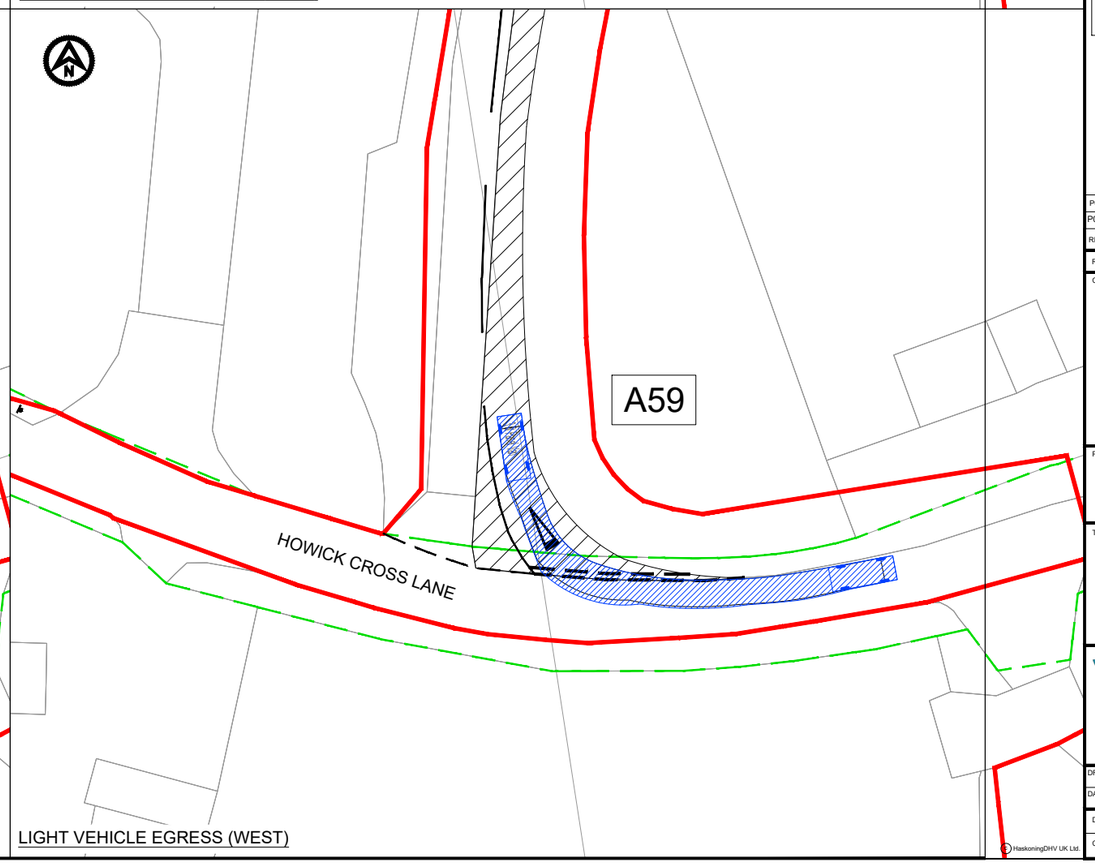

ARTICULATED HGV INGRESS (EAST)




ARTICULATED HGV EGRESS (EAST)




LIGHT VEHICLE INGRESS (WEST)

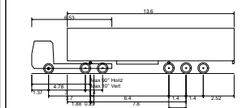



LIGHT VEHICLE EGRESS (WEST)

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 guarentee 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.

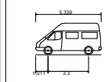
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- PROPOSED EXTENTS OF JUNCTION WIDENING

VEHICLE TRACKING



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 | 0.338m |
| Track Width | 1.986m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.400m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | 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 A59
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595600

Royal HaskoningDHV
Enhancing Society Together

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

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

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0135 REVISION P02

CLIENT DWG No.

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


## 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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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

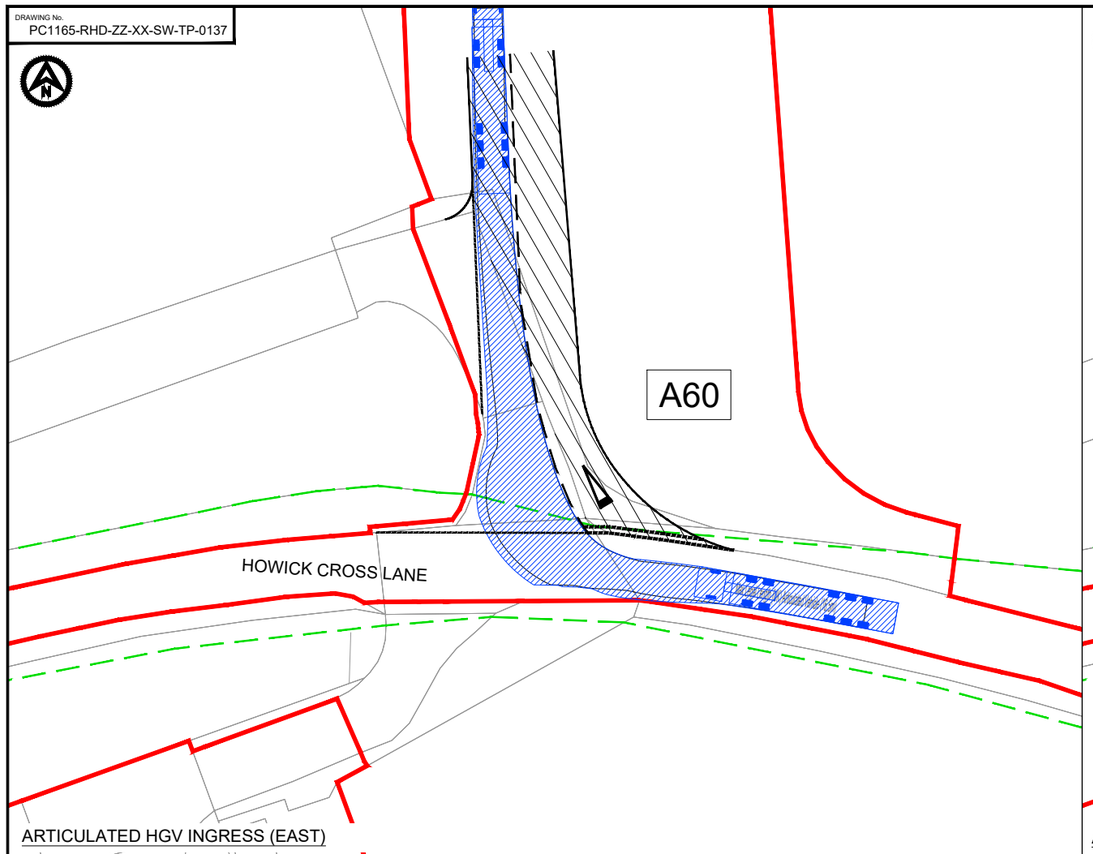
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.01.24 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0136
CLIENT DWG No.
REVISION P03

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0137




ARTICULATED HGV INGRESS (EAST)


ARTICULATED HGV EGRESS (EAST)


LIGHT VEHICLE INGRESS (WEST)

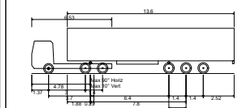

LIGHT VEHICLE EGRESS (WEST)



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 guarentee 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.

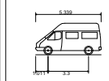
KEY
- EXISTING ARRANGEMENT
- MORGAN AND MORECAMBE ORDER LIMITS
- INDICATIVE HIGHWAY BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

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 | 1.986m |
| 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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | 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 A60
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569

Royal HaskoningDHV
Enhancing Society Together

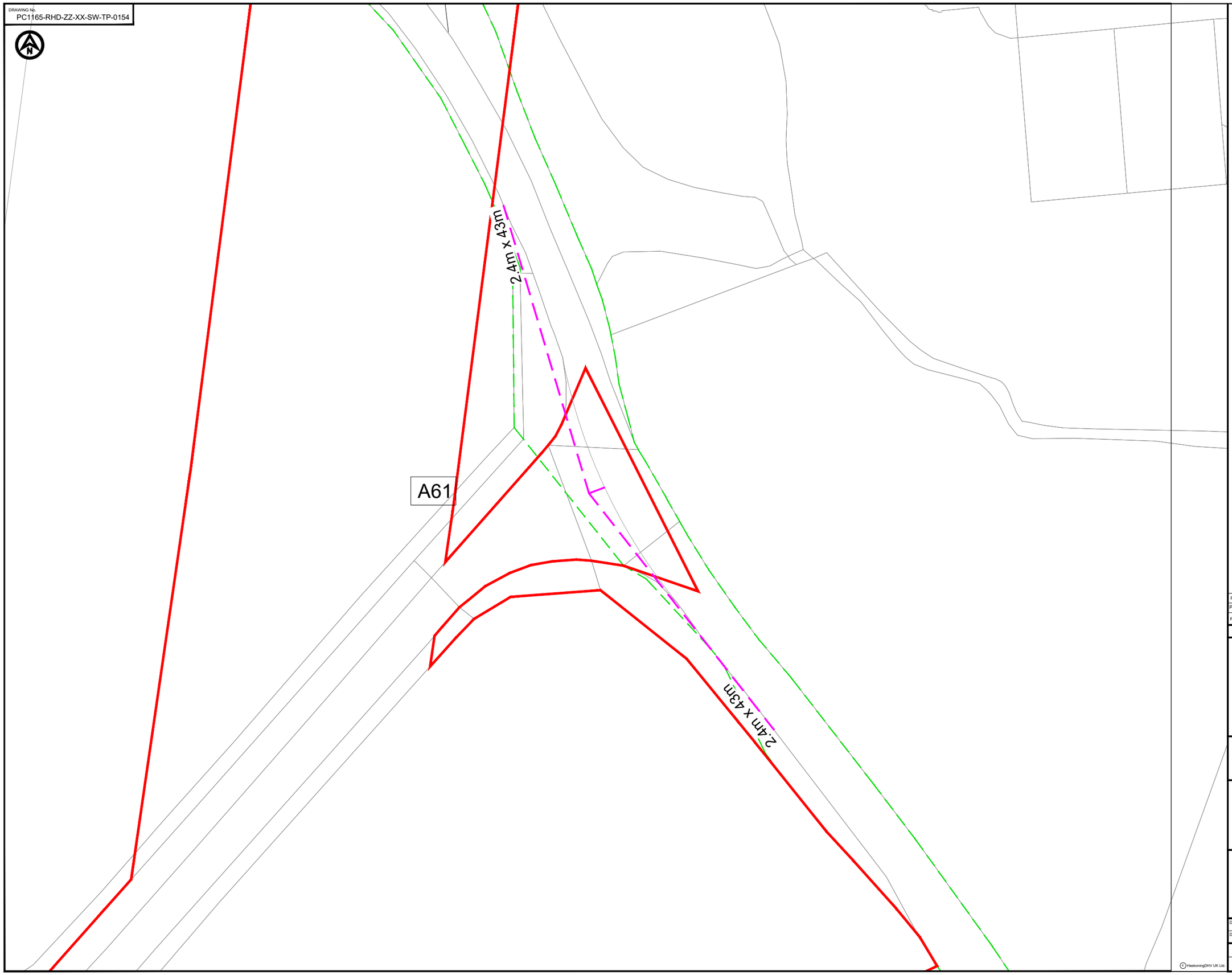
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

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

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0137 | REVISION P02

CLIENT DWG No.

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




## NOTES

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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 20.09.24 | 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 A61
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 20.09.24 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0154 | REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0155

A61

ARTICULATED HGV INGRESS AND EGRESS

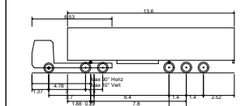


NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 20.09.24 | 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 A61
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

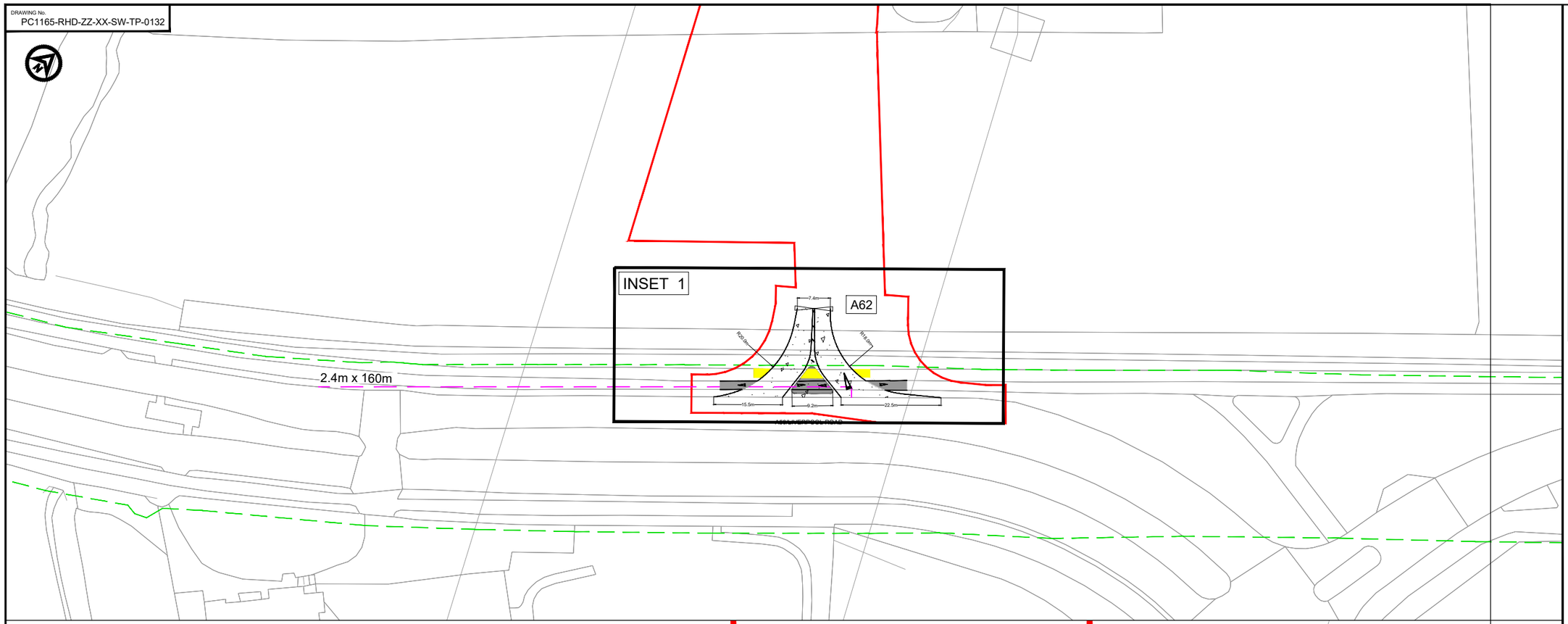
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 20.09.24 | 1:500 | |

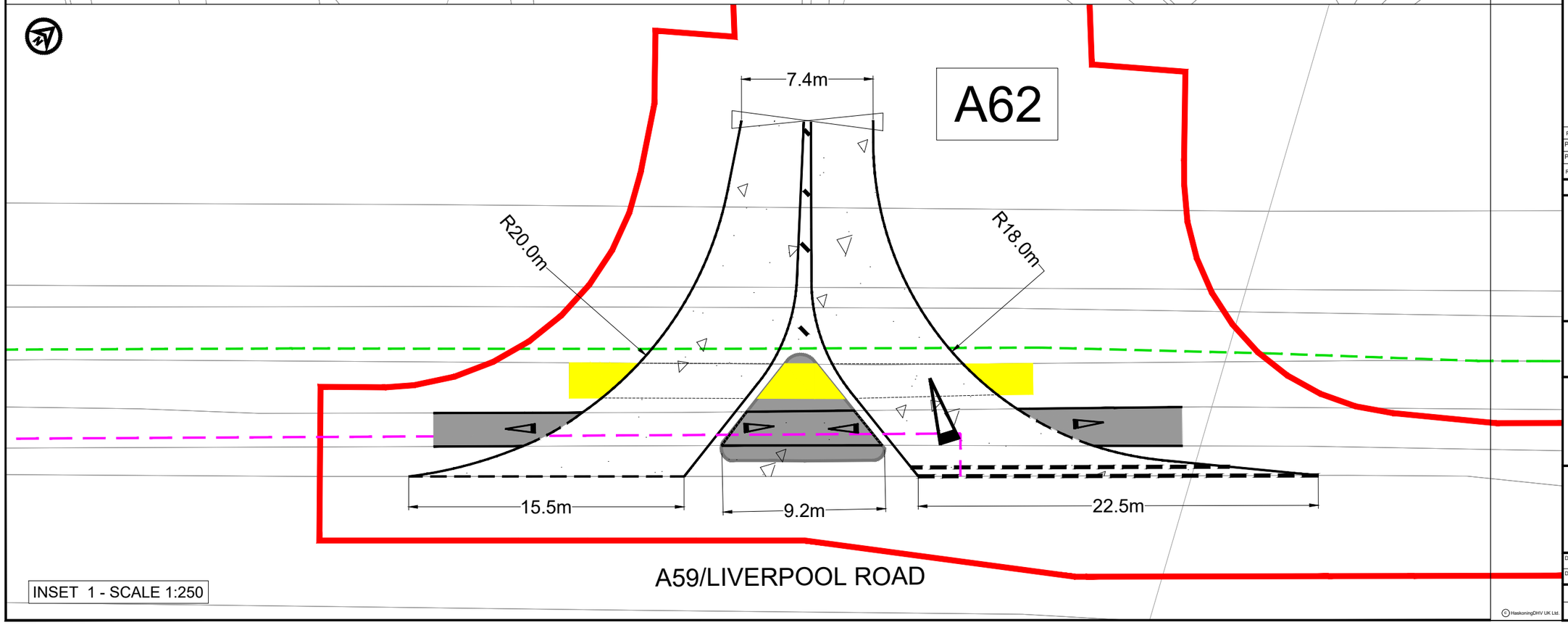
DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0155

CLIENT DWG No.

REVISION P02

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0132




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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 15.05.25 | 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 |

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

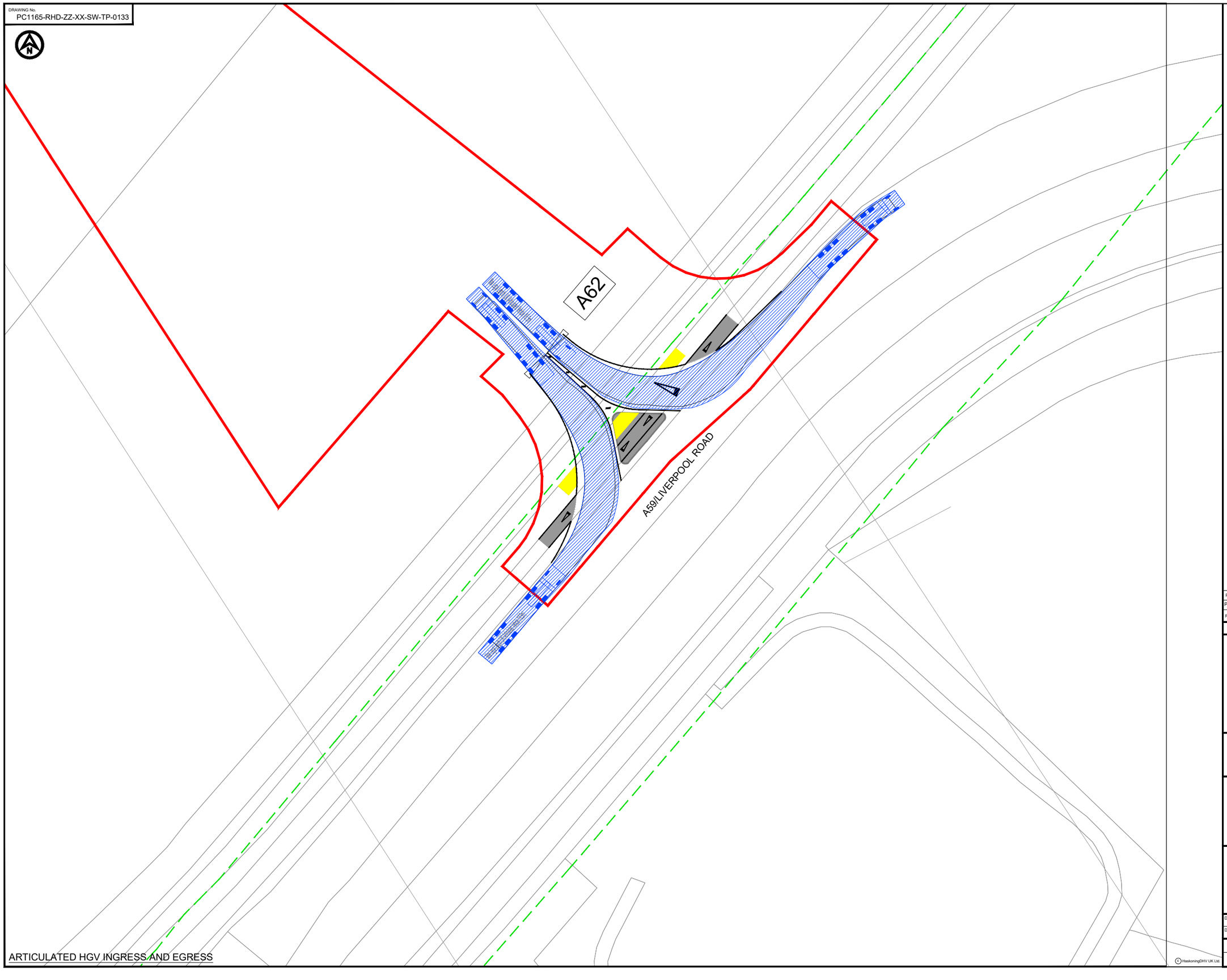
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 15.01.24 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0132
REVISION P03
CLIENT DWG No.

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




ARTICULATED HGV INGRESS AND EGRESS

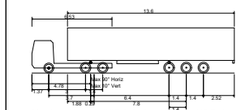
## NOTES

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 guarentee 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



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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 15.01.24 | 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 A62
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

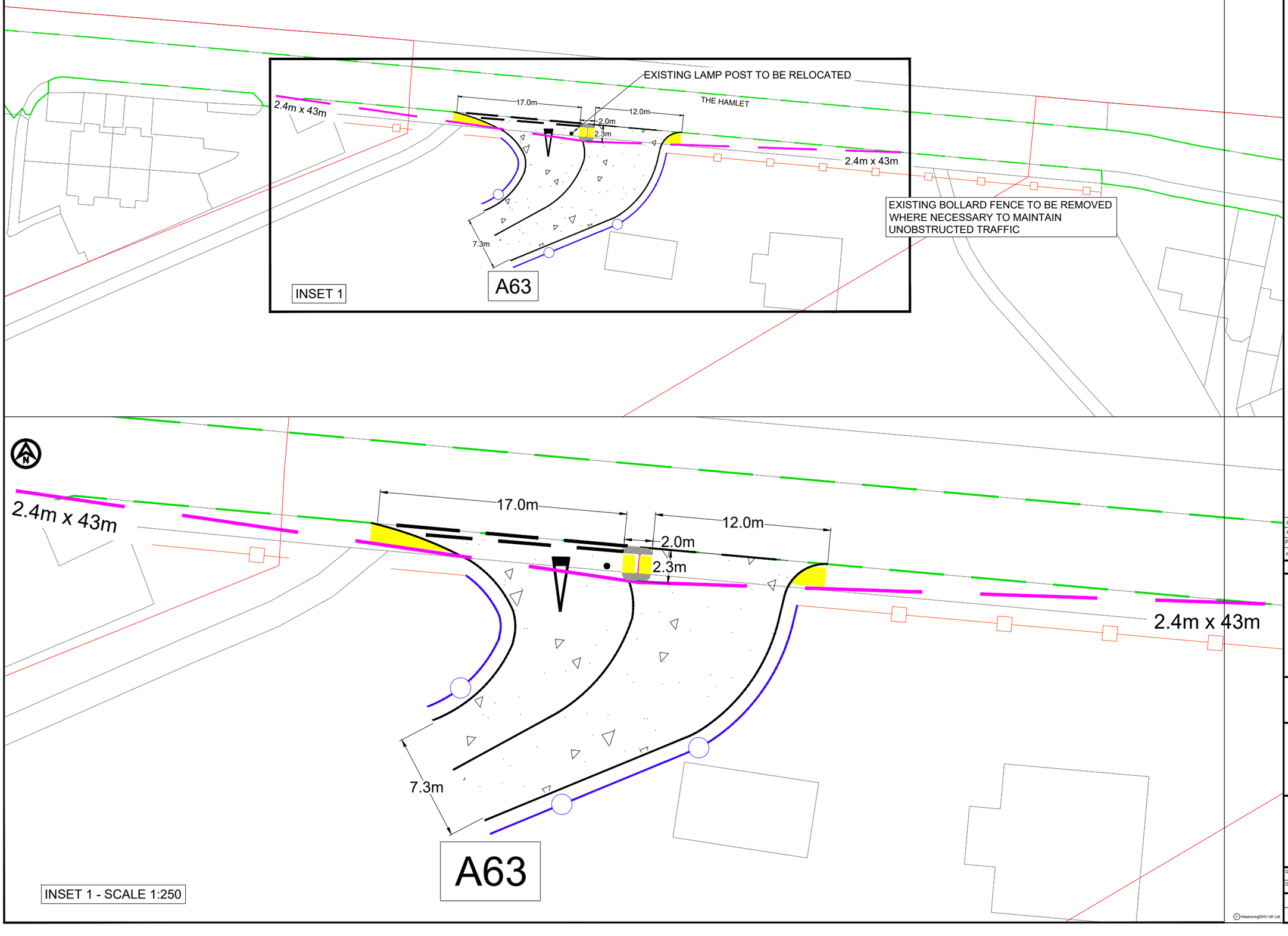
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

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

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0133 | REVISION P02

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0152




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 guarentee 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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 01.08.2025 | PEDESTRAIN REFUGE ADDED | KP | SKT | SKT |
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 04.09.24 | 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 A63
GENERAL ARRANGEMENT

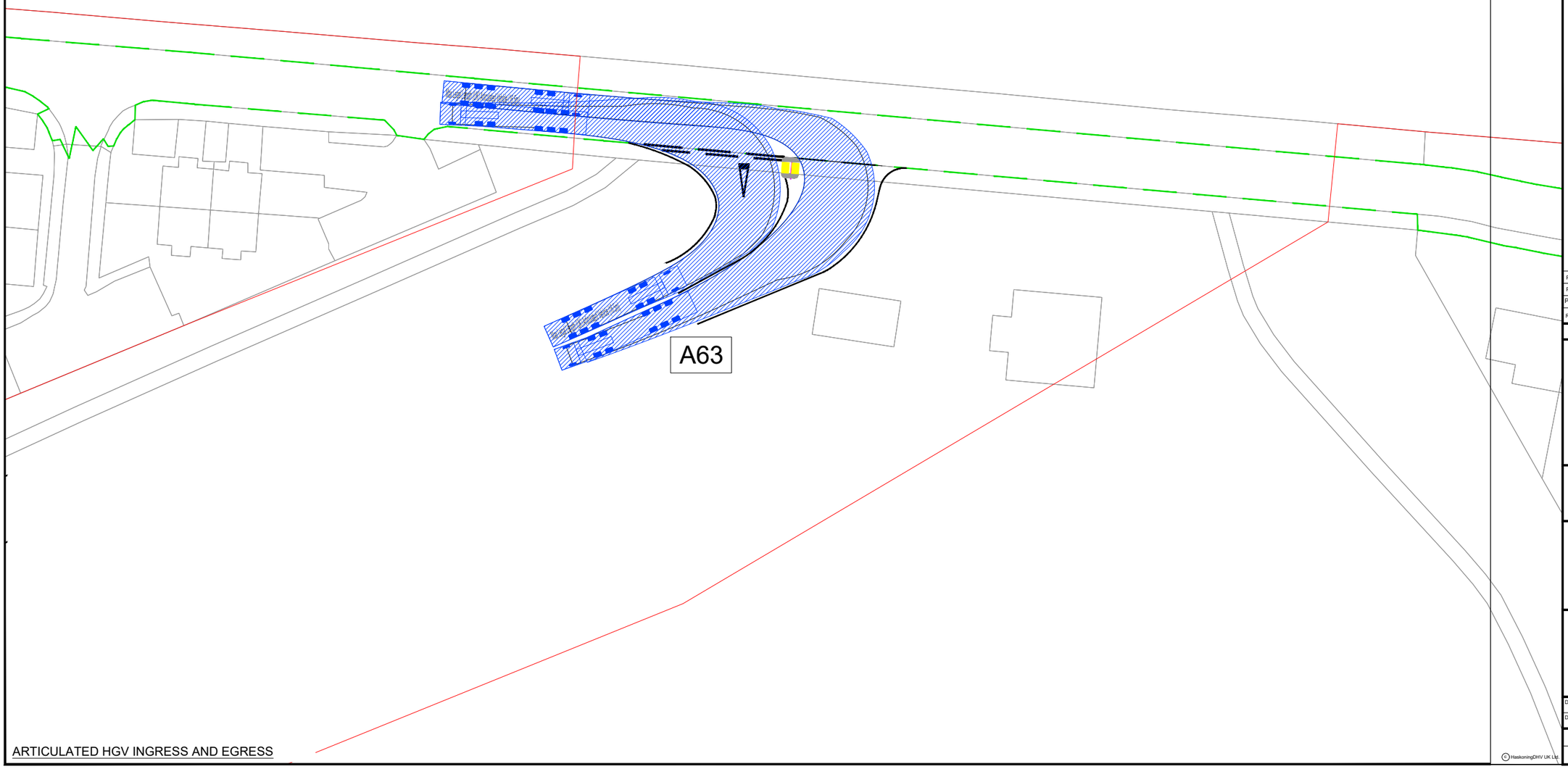
Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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-0152
CLIENT DWG No.
REVISION P03

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0153




ARTICULATED HGV INGRESS AND EGRESS

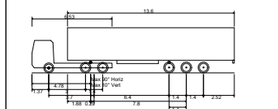
## NOTES

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 guarentee 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 | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

VEHICLE BODY SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P03 | 01.08.2025 | PEDESTRAIN REFUGE ADDED | KP | SKT | SKT |
| P02 | 15.05.25 | HW BOUNDARY ADDED | KP | SKT | SKT |
| P01 | 04.09.24 | 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 A63
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1832 [redacted]


Royal HaskoningDHV
Enhancing Society Together

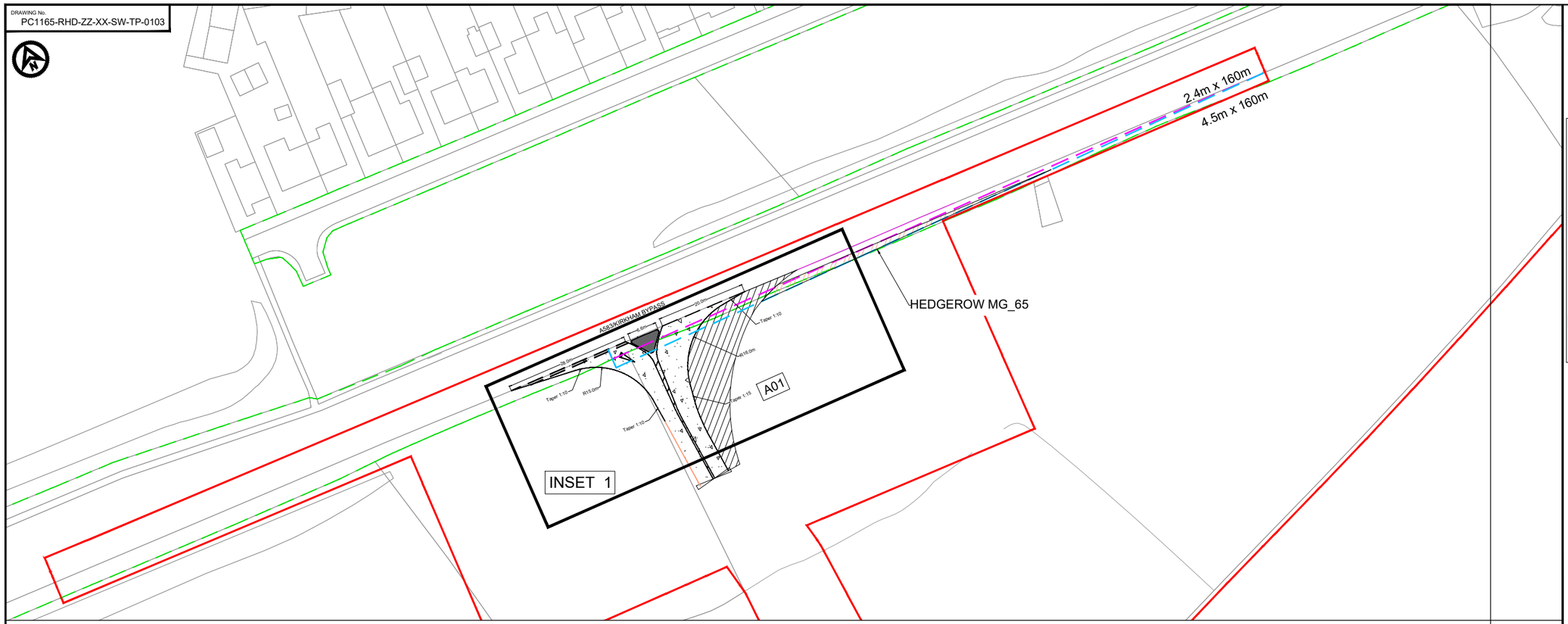
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

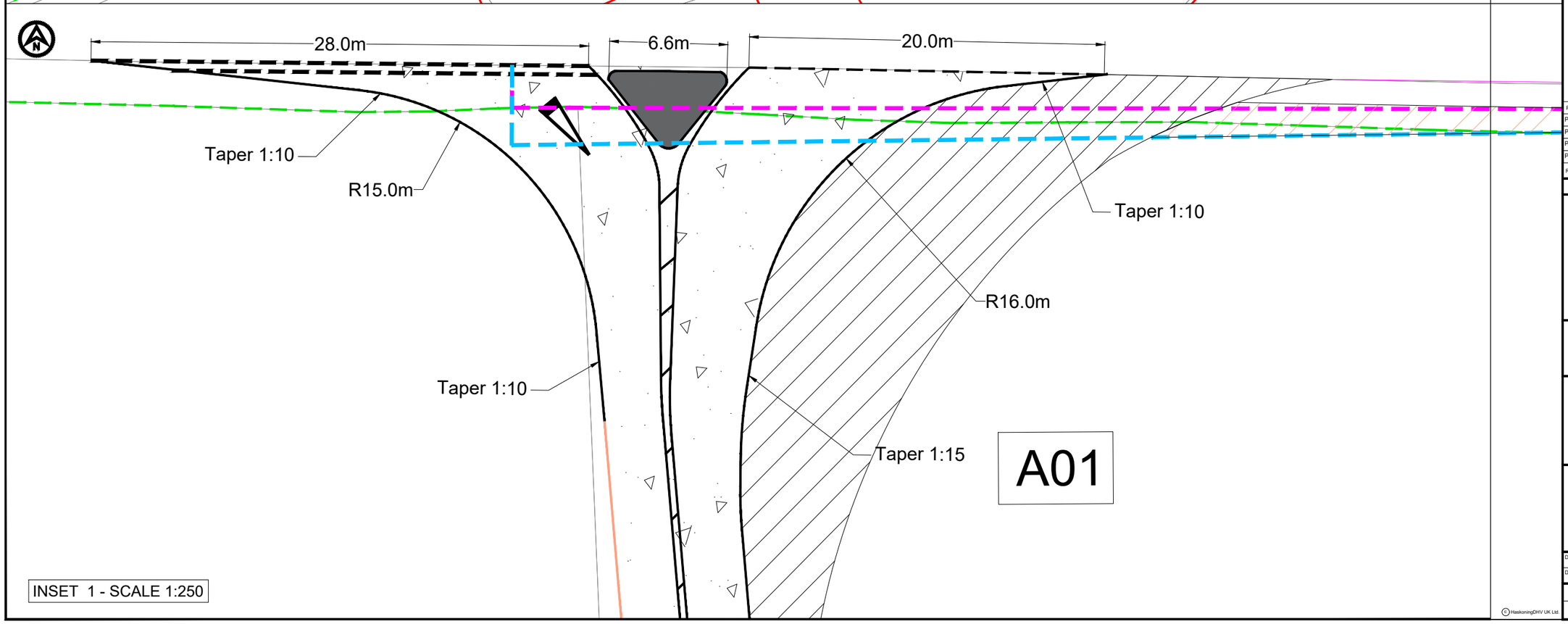
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 04.09.24 | 1:500 | |

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

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0103




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 guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

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

| 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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.12.23 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0103
REVISION P05
CLIENT DWG No.

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

A01

ARTICULATED HGV INGRESS AND EGRESS

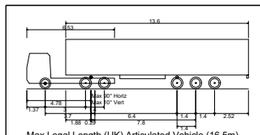
## NOTES

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 15.05.25 | 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 |

REVISIONS

CLIENT

MORECAMBE OFFSHORE WIND FARM LTD AND MORGAN OFFSHORE WINDFARM LTD

PROJECT

MORGAN AND MORECAMBE OFFSHORE WIND FARMS TRANSMISSION ASSETS

TITLE

A01 ACCESS
SWEPT PATH ANALYSIS


Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough, PE2 6FZ
Tel +44(0)1932 569569


Royal HaskoningDHV
Enhancing Society Together

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

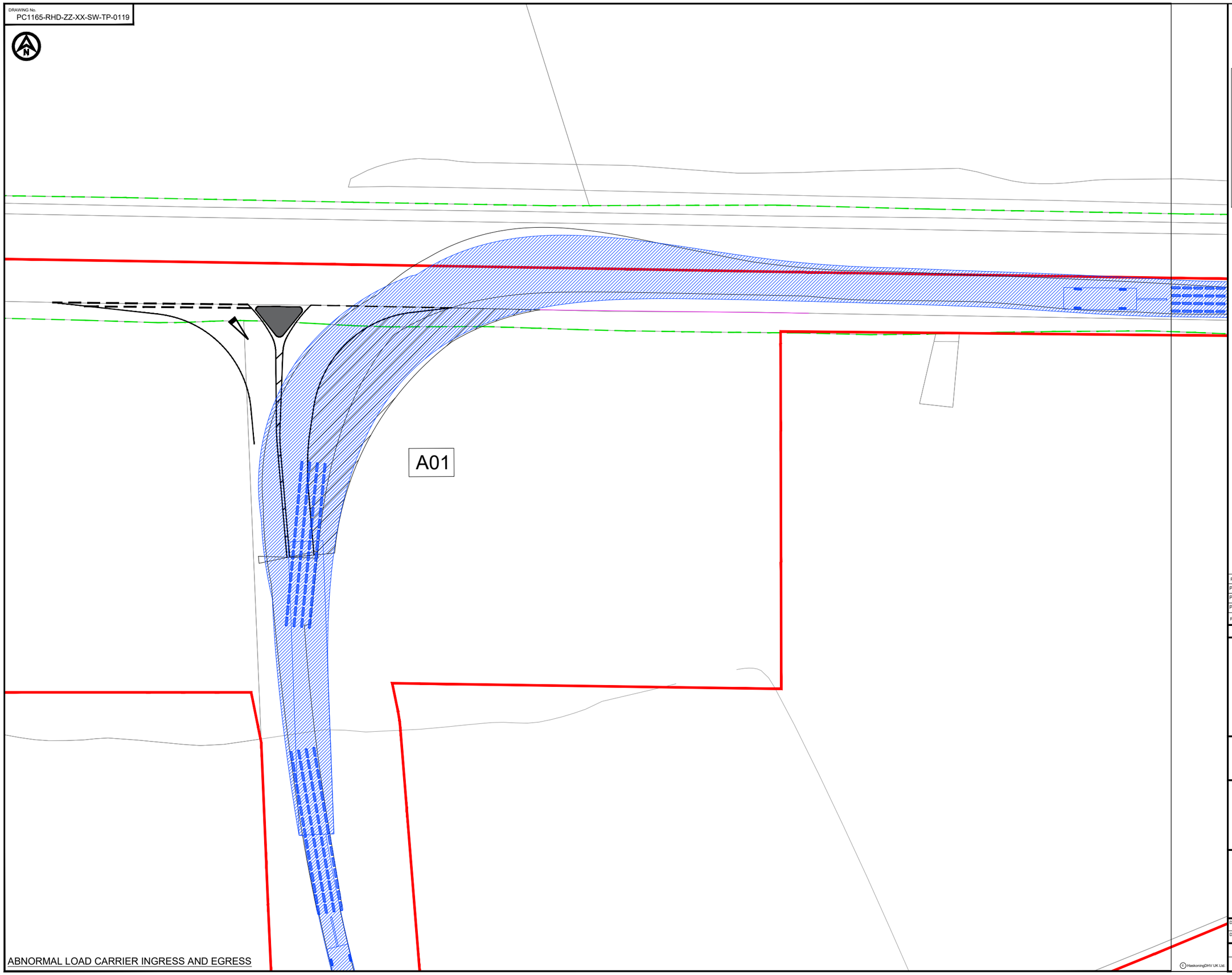
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 05.12.23 | 1:500 | |

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

REVISION P04

CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0119



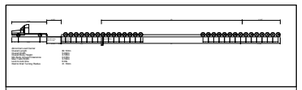

ABNORMAL LOAD CARRIER INGRESS AND EGRESS

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 guarentee 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



| | |
|---|---|
| Abnormal Load Carrier | |
| Overall Length | 80.103m |
| Overall Width | 5.000m |
| Overall Body Height | 3.725m |
| Min Body Ground Clearance | 0.018m |
| Max Track Width | 3.700m |
| Lock to lock time | 6.00s |
| Wall to Wall Turning Radius | 31.150m |

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

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P04 | 15.08.25 | 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 |

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


Westpoint, Peterborough Business Park, Lynch Wood, Peterborough, PE2 6FZ
Tel +44(0)1932 589566
[redacted]
Royal HaskoningDHV
Enhancing Society Together

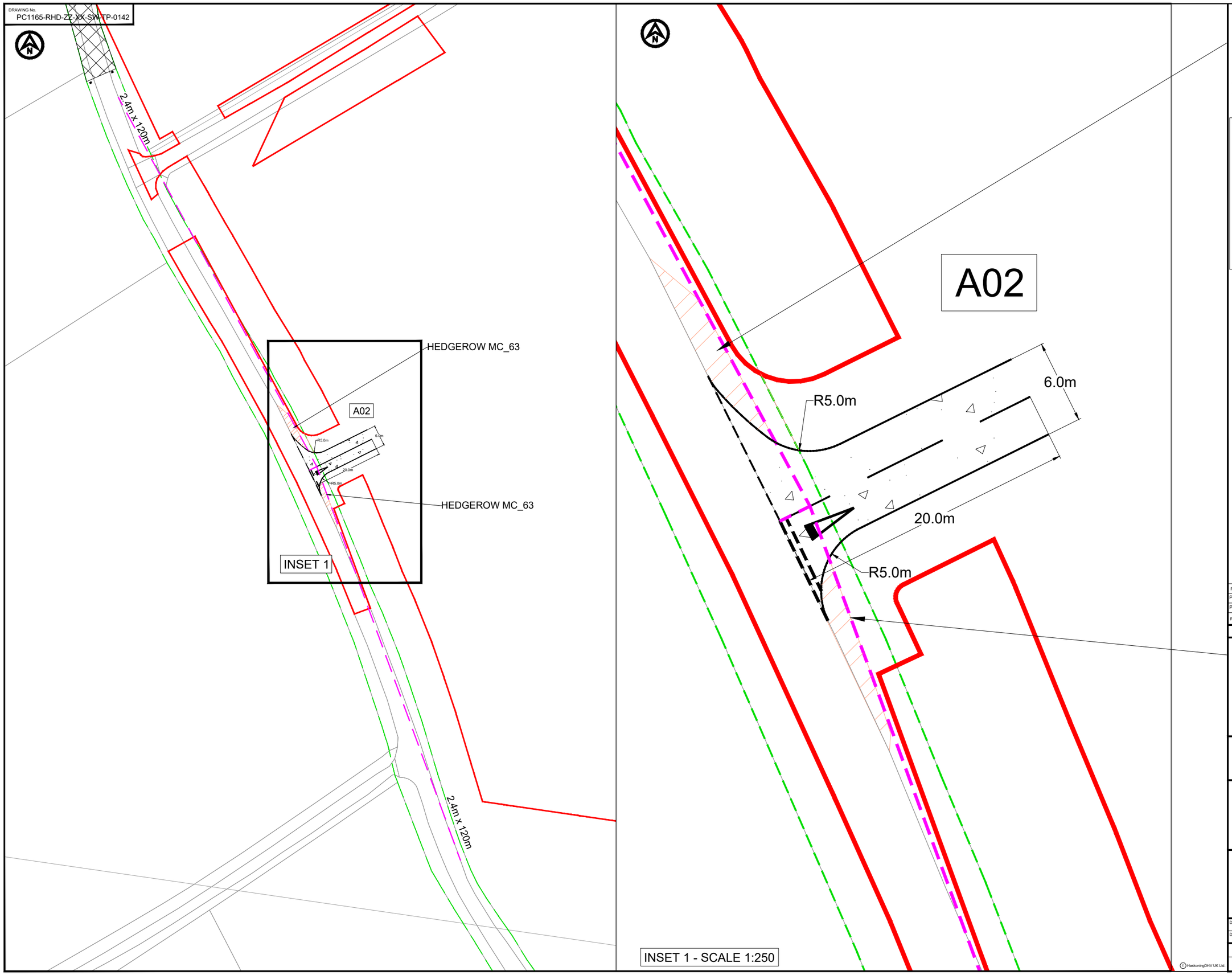

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 11.12.23 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0119 REVISION P04

CLIENT DWG No.

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




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 guarentee 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 SPLAY FOR ASSUMED JUNCTION LOCATION
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF HEDGEROWS MC_87 TO BE REMOVED WITHIN VISIBILITY SPLAY (NOTE 6)

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

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

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 595568
Royal HaskoningDHV
Enhancing Society Together

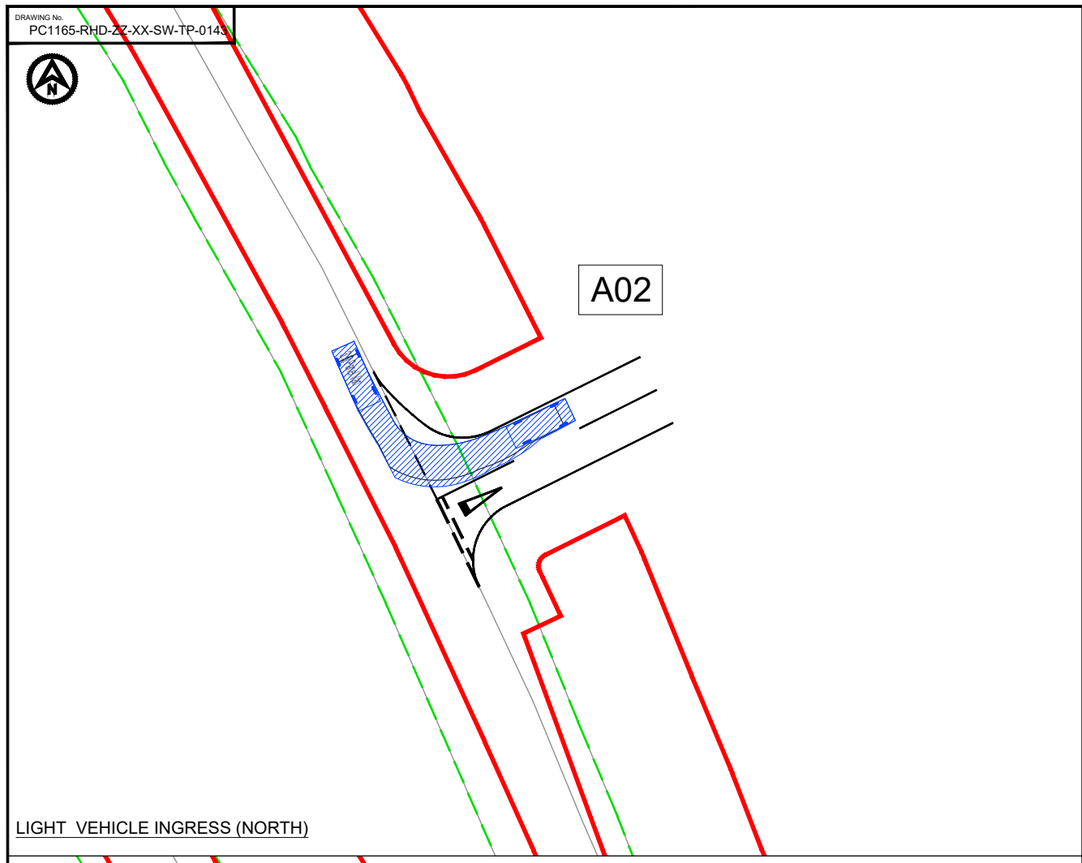
| DRAWN | CHECKED | APPROVED |
|---|---|---|
| AA | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 17.01.24 | 1:1000 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0142 REVISION P03

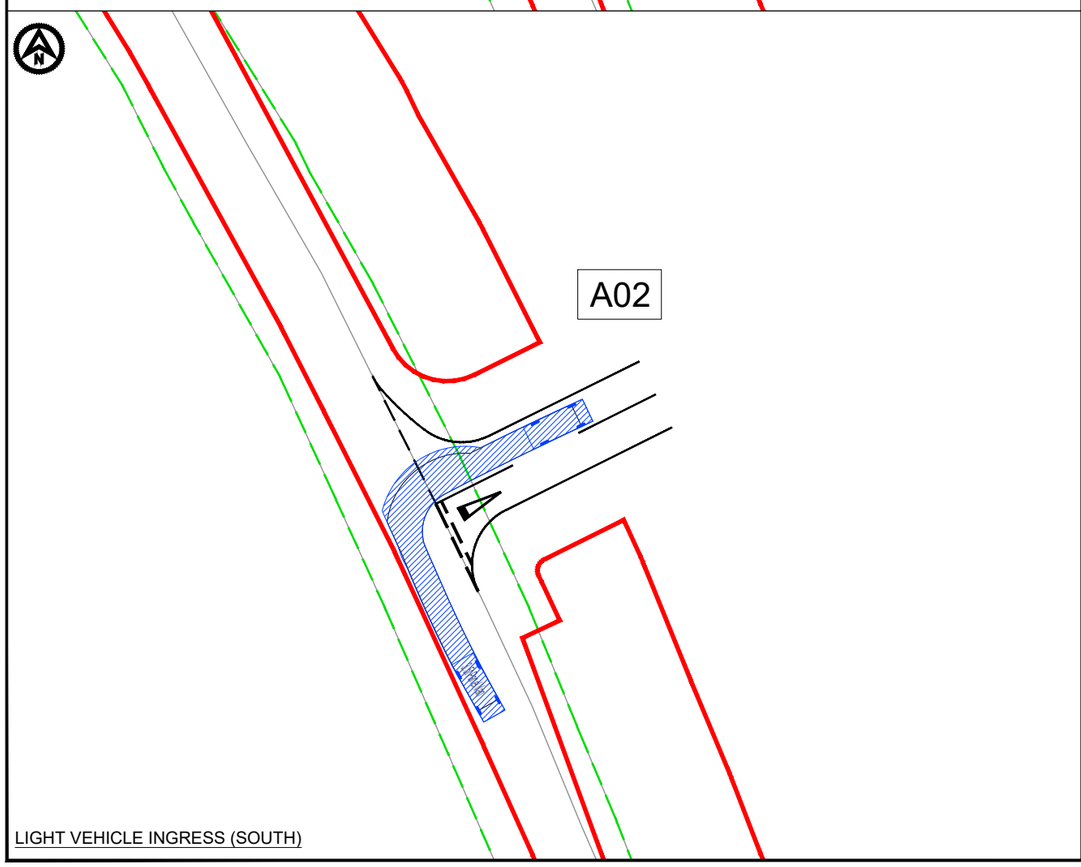
CLIENT DWG No.

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




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 guarentee 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


| 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 SWEPT PATH (FORWARD GEAR)

VEHICLE CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P02 | 16.05.25 | HW BOUNDARY ADDED AND ALIGNMENT ADMENDED | KP | SKT | SKT |
| P01 | 17.01.24 | 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 A02
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595568
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 17.01.24 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0143 REVISION P02

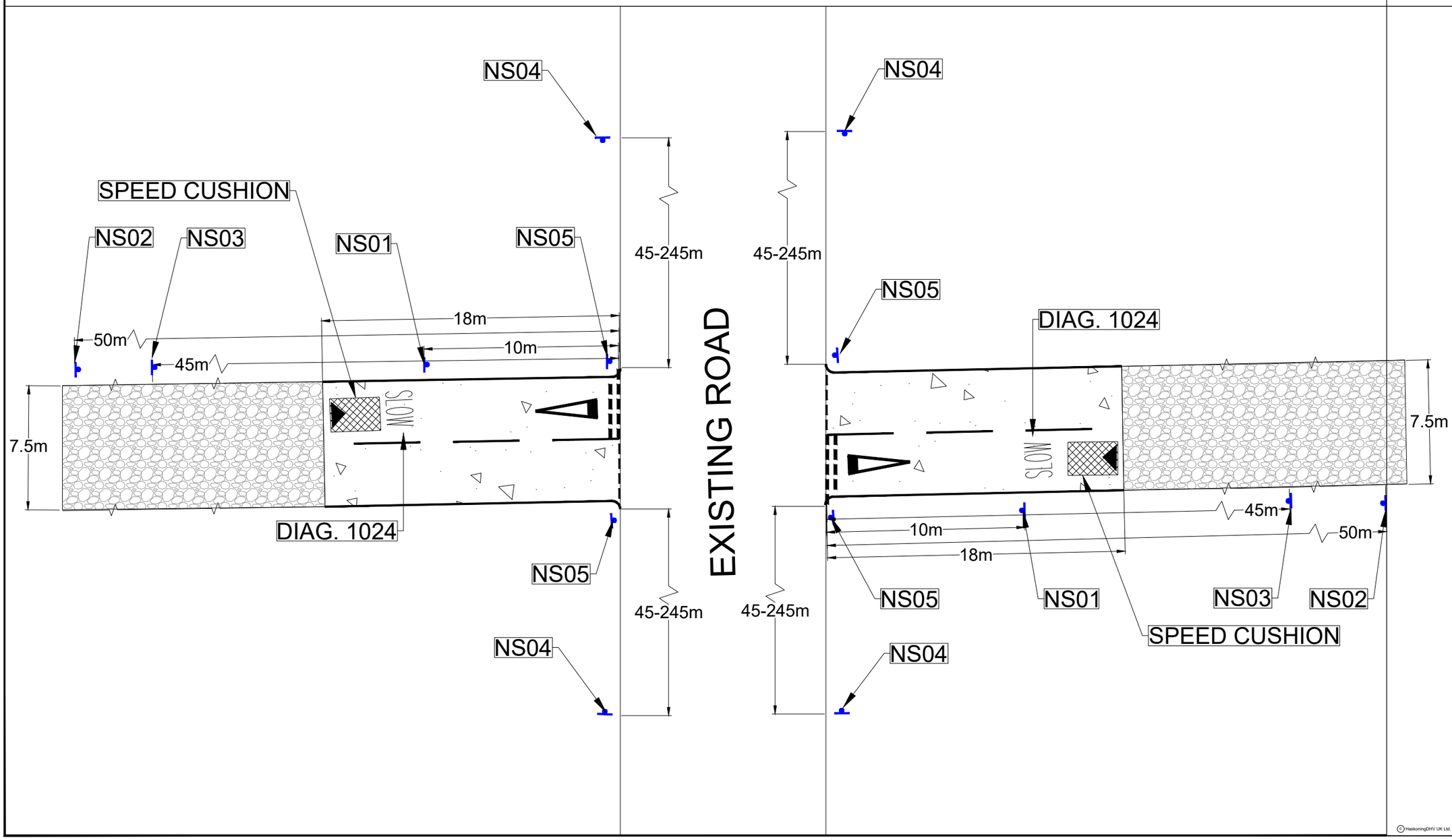
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0156

## SIGN SCHEDUAL

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






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 guarentee 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 DETIAL

Westpoint, Peterborough Business Park, Lynch Wood, Peterborough PE2 6FZ
Tel +44(0)1932 569569
Royal HaskoningDHV
Enhancing Society Together

| 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 P02
CLIENT DWG No.

DRAWING No.
PC1165-RHD-ZZ-XX-SW-TP-0157

A584

A584

PRESTON NEW ROAD

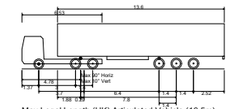
ARTICULATED HGV U TURN

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 15.05.25 | 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

A584 FRECKLETON
U TURN LOCATION
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 14.05.25 | 1:500 | |

DRAWING No. PC1165-RHD-ZZ-XX-SW-TP-0157 REVISION P01

CLIENT DWG No.

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

A583

A585

A583

RIBBY ROAD

ARTICULATED HGV U TURN

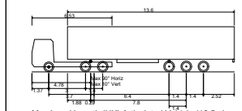
## NOTES

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 15.05.25 | 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

A583 KIRKHAM
U TURN LOCATION
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

| DRAWN | CHECKED | APPROVED |
|---|---|---|
| KP | SKT | SKT |

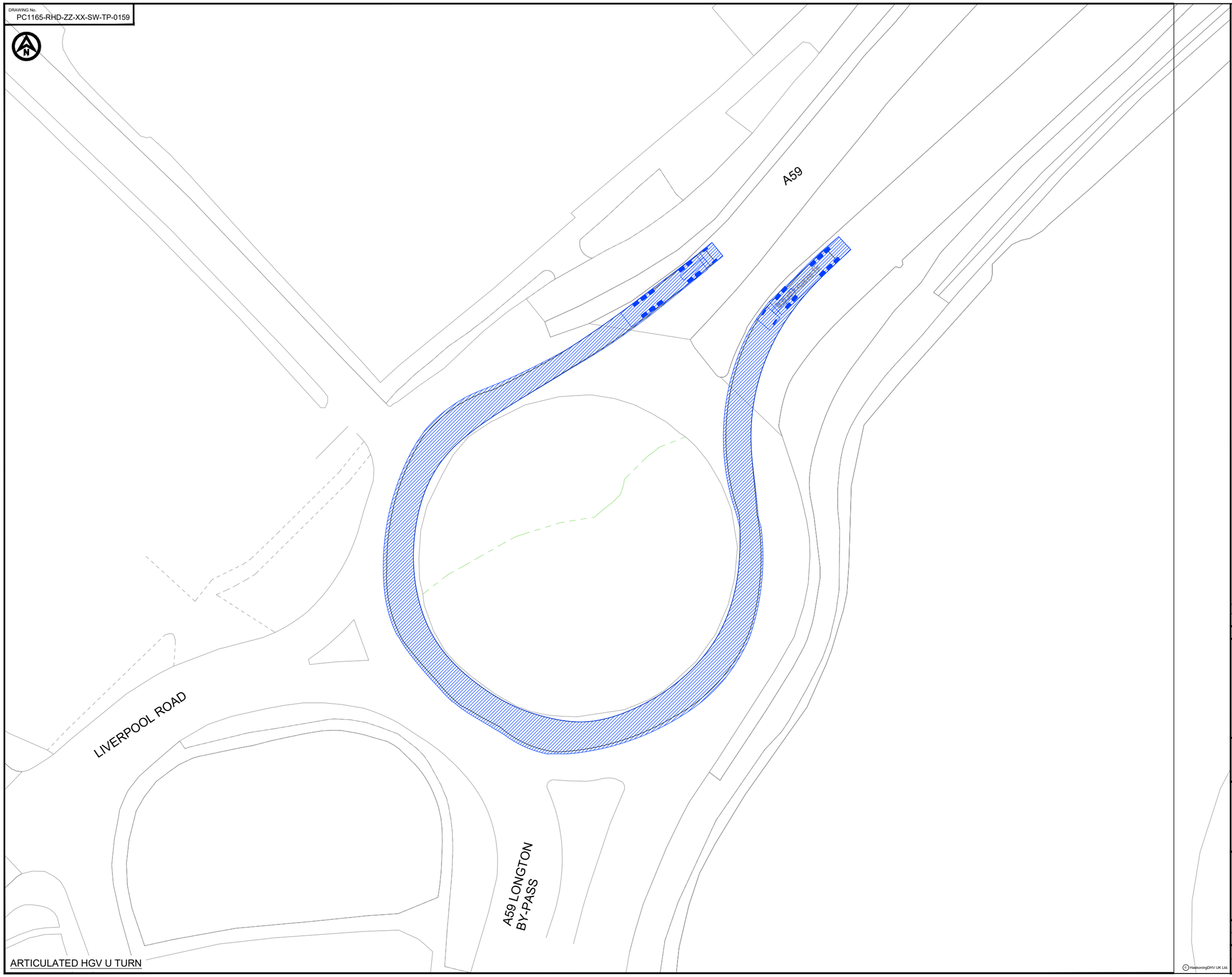
| DATE | SCALE AT A3 | AUTOCAD REF. |
|---|---|---|
| 14.05.25 | 1:500 | |

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

REVISION P01

CLIENT DWG No.

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




ARTICULATED HGV U TURN

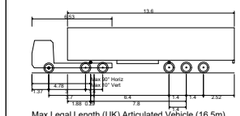
## NOTES

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 guarentee 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 CHASIS SWEPT PATH

| REV | DATE | DESCRIPTION | BY | CHK | APP |
|---|---|---|---|---|---|
| P01 | 15.05.25 | 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

A59 HUTTOIN
U TURN LOCATION
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569569
[redacted]
Royal HaskoningDHV
Enhancing Society Together

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

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