

SCHEDULES

SCHEDULE 1

Authorised project

PART 1

Authorised development

1. A nationally significant infrastructure project as defined in sections 14 and 15 of the 2008 Act which is located in the North Sea approximately 69 kilometres from the Suffolk coast, comprising—

Work No. 1

- (a) an offshore wind turbine generating station with a gross electrical output capacity of up to 1,200 MW comprising up to 172 wind turbine generators each fixed to the seabed by one of four foundation types (namely, monopile, jacket, suction caisson or gravity base), fitted with rotating blades and situated within the area shown on the works plan and further comprising (b) to (e) below;
- (b) up to one accommodation platform fixed to the seabed within the area shown on the works plan by one of two foundation types (namely jacket or gravity base);
- (c) up to two meteorological masts fixed to the seabed within the area shown on the works plan by one of four foundation types (namely monopile, jacket, suction caisson or gravity base);
- (d) up to 12 buoys fixed to the seabed within the area shown on the works plan;
- (e) a network of subsea inter-array cables within the area shown on the works plan between the wind turbine generators and between the wind turbine generators and Work No.2 including one or more cable crossings;

and associated development within the meaning of section 115(2) of the 2008 Act comprising—

Work No. 2 – up to six offshore electrical stations fixed to the seabed within the area shown on the works plan by one of two foundation types (namely jacket or gravity base);

Work No. 3 – a network of subsea cables within the area shown on the works plan between the offshore electrical stations comprising Work No. 2 and for the transmission of electricity and electronic communications including one or more cable crossings;

Work No. 4 – up to four cables to connect Work No. 2 with the East Anglia ONE Offshore Wind Farm;

Work No. 5A – Up to four cables between Work No. 2 and Work No. 5B consisting of subsea cables along routes within the Order limits seaward of MHWS including one or more cable crossings;

In the county of Suffolk, district of Suffolk Coastal

Work No. 5B – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from mean low water springs at Bawdsey Cliffs to Work No. 7 together with a temporary transition bay compound;

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Work No. 6 – A new temporary vehicular access track running in an easterly direction from the eastern side of Ferry Road to Work No. 7 and Work No. 5B, together with modifications to the junction of the new vehicular access track and Ferry Road and a new temporary vehicular access ramp to the beach at Bawdsey Cliffs;

Work No. 7 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 5B to Work No. 8, together with up to four transition bays and a temporary transition bay compound, and a new temporary vehicular access track from Ferry Road;

Work No. 8 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 7 to Work No. 12 crossing under Ferry Road and running in a westerly then north-westerly direction;

Work No. 9 – Temporary widening and upgrade of an existing access track running in a north-westerly direction from the western side of Ferry Road to Work No. 8;

Work No. 10 – Temporary widening and upgrade of an existing access track running in a north-westerly then westerly direction from Work No. 8 and a new temporary vehicular access track running from the existing access track in a south-westerly direction to Work No. 8;

Work No. 11 – Temporary widening and upgrade of an existing access track running in a south-easterly direction from the southern side of Dock Road to Duke’s Lane, then temporary widening and upgrade of Duke’s Lane running in a south-westerly then south-easterly direction to Work No. 8 and a new temporary vehicular access track from Duke’s Lane to Work No. 8, together with modifications to the junction of the new temporary vehicular access track and Duke’s Lane;

Work No. 12 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 8 to Work No. 13 running in a south-westerly direction and passing under the River Deben;

Work No. 13 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 12 to Work No. 17 running in a westerly direction then north-westerly direction;

Work No. 14 – A new temporary vehicular access track running in a north-westerly direction from Work No. 13 and temporary widening and upgrade of an existing access track running in a south-westerly direction to Work No. 13;

Work No. 15 – Temporary widening and upgrade of an existing access track running in a northerly direction from the northern side of Lower Falkenham Road and with two upper branches, one running in a north-westerly direction and the other in a north-easterly direction, to Work No. 13;

Work No. 16 – Temporary widening and upgrade of two existing access tracks, the first running in a south-easterly direction from the southern side of Park Lane to Work No. 13, and the second running in a north-westerly direction from the northern side of Park Lane with two upper branches, the first running in a westerly direction to Work No. 19, and the second continuing in an easterly then northerly direction past Sluice Farm and then in north westerly direction to the east side of The Thicket, together with a new temporary vehicular access track running from the existing access track on the east side of The Thicket in a westerly direction to Work No. 20;

Work No. 17 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 13 to Work No. 19 running in a north-westerly direction;

Work No. 18 – A new temporary secondary construction consolidation site;

Work No. 19 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 17 to Work No. 20 crossing under Park Lane and running in a northerly direction;

Work No. 20 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 19 to Work No. 21 running in a northerly direction;

Work No. 21 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 20 to Work No. 25 running in a northerly direction and crossing under The Street and Ipswich Road;

Work No. 22 – A new temporary secondary construction consolidation site;

Work No. 23 – Temporary widening and upgrade of an existing access track running in an easterly direction from the eastern side of Woodbridge Road to Work No. 22;

Work No. 24 – A new temporary access track running in an easterly direction from the eastern side of Newbourne Road to Work No. 21;

Work No. 25 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 21 to Work No. 28 crossing under Woodbridge Road and running in an easterly then north-westerly direction and crossing under Waldringfield Road, then running in a north-easterly direction and crossing under Waldringfield Road;

Work No. 26 – Temporary widening and upgrade of an existing access track running in an easterly direction from the eastern side of Waldringfield Road to Work No. 25;

Work No. 27 – Temporary widening and upgrade of an existing access track running in a northerly then easterly direction from the northern side of Waldringfield Road to Work No. 25;

Work No. 28 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 25 to Work No. 29 running in a northerly direction and crossing under Martlesham Creek and the East Suffolk Railway line;

Work No. 29 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 28 to Work No. 30 running in a westerly direction and crossing under Sandy Lane;

Work No. 30 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 29 to Work No. 32 crossing under Top Street and running in a westerly direction;

Work No. 31 – A new temporary primary construction consolidation site;

Work No. 32 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 30 to Work No. 34 and running in a westerly direction;

Work No. 33 – Temporary widening and upgrade of an existing access track known as Brock Lane running in a westerly direction from the western side of Top Street to Work No. 31 and continuing to Work No. 34;

Work No. 34 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 32 to Work No. 35 running in a north-westerly direction and crossing under the A12 highway;

Work No. 35 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 34 to Work No. 38 running in a north-easterly then westerly direction;

Work No. 36 – Temporary widening and upgrade of an existing access track running in a southerly direction to Work No. 35;

Work No. 37 – A new temporary access track from the southern side of Lodge Road to Work No. 35;

Work No. 38 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 35 to Work No. 39 running in a westerly direction and crossing under Lodge Road;

Work No. 39 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 38 to Work No. 41 running in a north-westerly direction and crossing under Holly Lane then running in a westerly direction and crossing under Church Road;

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Work No. 40 – A new temporary secondary construction consolidation site;

Work No. 41 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 39 to Work No. 45 crossing under Butts Road then running in a westerly direction then a north-westerly direction and crossing under Grundisburgh Road and Clopton Road then running in a south-westerly direction;

Work No. 42 – A new temporary vehicular access track running in a southerly direction from the southern side of the existing access road to Work No. 41;

Work No. 43 – Temporary widening and upgrade of an existing access track running in a southerly direction from the southern side of Grundisburgh Road to Work No. 41;

Work No. 44 – Temporary widening and upgrade of an existing access track running in a northerly then westerly direction from the northern side of Grundisburgh Road to Work No. 41;

Work No. 45 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 41 to Work No. 47 crossing under Witnesham Road and running in a north-westerly direction;

Work No. 46 – A new temporary secondary construction consolidation site;

Work No. 47 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 45 to Work No. 48 crossing under Cockfield Hall Lane then running in a north-westerly then south-westerly direction;

In the county of Suffolk, district of Mid Suffolk

Work No. 48 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 47 to Work No. 49 running in a westerly direction and crossing under Henley Road and an unnamed road;

Work No. 49 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 48 to Work No. 50 running in a south-westerly direction and crossing under Old Ipswich Road and the A14 highway;

Work No. 50 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 49 to Work No. 52 running in a westerly direction and crossing under Paper Mill Lane;

Work No. 51 – A new temporary primary construction consolidation site;

Work No. 52 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 50 to Work No. 55 running in a westerly and crossing under the River Gipping, the Great Eastern Mainline Railway and Bramford Road;

Work No. 53 – A new temporary vehicular access track running in a westerly direction from the western side of Paper Mill Lane to Work No. 52;

Work No. 54 – A new temporary vehicular access track running in an easterly direction from the eastern side of Bramford Road to Work No. 52;

Work No. 55 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 52 to Work No. 58 running in a south-westerly direction and crossing under Pound Lane, Somersham Road and Tye Lane;

Work No. 56 – Temporary widening and upgrade of an existing access track running in an easterly direction from the eastern side of Somersham Road to Work No. 55;

Work No. 57 – Temporary widening and upgrade of an existing access track running in a southerly then westerly direction from and to Work No. 55;

Work No. 58 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 55 to Work No. 62 running in a south westerly direction and passing under Miller's Wood;

Work No. 59 – A new temporary vehicular access track running in a south-westerly then south-easterly direction from and to Work No. 58;

Work No. 60 – A new temporary vehicular access track running in a northerly direction from Work No. 61A to Work No. 58, together with modifications to the junction of the new temporary access track and Bullen Lane;

Work No. 61 – A new temporary secondary construction consolidation site;

Work No. 61A – Temporary widening and upgrade of Bullen Lane;

Work No. 62 – Onshore connection works consisting of up to four circuits pulled through existing ducts laid underground from Work No. 58 to Work No. 63 and/or Work No. 64;

Work No. 63 – Onshore connection works consisting of up to four circuits pulled through existing ducts or laid directly underground from Work No. 62 and/or Work No. 64 to Work No. 67, and continuing from Work No. 67 to Work No. 66;

Work No. 64 – Onshore connection works consisting of up to four circuits pulled through existing ducts or laid directly underground from Work No. 62 to Work No. 63, and landscaping works including bunding and planting;

Work No. 65 – A new temporary lay down area and landscaping works including planting;

Work No. 66 – Onshore connection works consisting of up to four circuits pulled through existing ducts or laid directly underground from Work No. 63 running in a southerly direction to a connection point at the existing National Grid Bramford substation;

Work No. 67 – Works comprising onshore substations;

Work No. 68 – Landscaping works including bunding and planting;

Work No. 69 – Landscaping works including bunding and planting;

and in connection with Work Nos. 1 to 5A and to the extent that they do not otherwise form part of any such work, further associated development comprising such other works as may be necessary or expedient for the purposes of or in connection with the relevant part of the authorised project and which fall within the scope of the work assessed by the environmental statement and the deemed marine licences;

and in connection with such Work Nos. 5B to 69 and to the extent that they do not otherwise form part of any such work—

- (a) haul roads, ramps, and other vehicular and/or pedestrian means of access, including creation of new tracks and footpaths, and/or widening, upgrades and improvements of existing tracks and footpaths;
- (b) bunds, embankments, swales, landscaping and boundary treatments;
- (c) spoil storage;
- (d) jointing bays, manholes, kiosks, marker posts and other works associated with laying cables and/or pulling cables through cable ducts;
- (e) water supply works, foul drainage provision, surface water management systems, temporary drainage during installations of cables and culverting;
- (f) works of restoration;
- (g) fencing or other means of enclosure; and
- (h) such other works as may be necessary or expedient for the purposes of or in connection with the relevant part of the authorised project;

which fall within the scope of the works assessed by the environmental statement.

2. The grid coordinates for that part of the authorised project which is seaward of MHWS are specified below—

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<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
1	52° 18.078" N	46' 3° 2' 15.841" E	99	52° 2' 56.210" N	1° 36' 30.422" E
2	52° 20.026" N	30' 2° 48' 33.266" E	100	52° 2' 55.965" N	1° 36' 29.813" E
3	52° 27.702" N	21' 2° 46' 4.457" E	101	52° 2' 55.703" N	1° 36' 29.224" E
4	52° 25.414" N	21' 2° 46' 4.374" E	102	52° 2' 55.425" N	1° 36' 28.655" E
5	52° 23.834" N	21' 2° 46' 4.110" E	103	52° 3' 53.611" N	1° 35' 40.499" E
6	52° 22.268" N	21' 2° 46' 3.678" E	104	52° 2' 14.707" N	1° 35' 9.305" E
7	52° 20.724" N	21' 2° 46' 3.080" E	105	52° 2' 14.565" N	1° 35' 9.040" E
8	52° 19.206" N	21' 2° 46' 2.318" E	106	52° 0' 43.447" N	1° 33' 4.952" E
9	52° 17.722" N	21' 2° 46' 1.395" E	107	52° 0' 43.076" N	1° 33' 4.472" E
10	52° 16.278" N	21' 2° 46' 0.316" E	108	52° 0' 42.691" N	1° 33' 4.023" E
11	52° 14.881" N	21' 2° 45' 59.085" E	109	52° 0' 42.293" N	1° 33' 3.605" E
12	52° 13.535" N	21' 2° 45' 57.708" E	110	52° 0' 41.883" N	1° 33' 3.218" E
13	52° 12.248" N	21' 2° 45' 56.189" E	111	52° 0' 41.461" N	1° 33' 2.865" E
14	52° 11.884" N	21' 2° 45' 55.697" E	112	52° 0' 41.030" N	1° 33' 2.545" E
15	52° 58.467" N	26' 2° 45' 50.653" E	113	52° 0' 40.589" N	1° 33' 2.260" E
16	52° 10.569" N	45' 2° 45' 33.773" E	114	52° 0' 40.140" N	1° 33' 2.011" E
17	52° 45' 6.907" N	2° 44' 40.427" E	115	52° 0' 39.685" N	1° 33' 1.797" E
18	52° 36.607" N	30' 2° 44' 41.630" E	116	51° 47.510" N	58' 1° 32' 13.971" E
19	52° 32.110" N	31' 2° 44' 38.806" E	117	51° 36.634" N	57' 1° 29' 50.826" E
20	52° 32.077" N	31' 2° 44' 38.805" E	118	52° 0' 41.137" N	1° 27' 15.227" E

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21	52° 48.317" N	27' 2° 44' 29.313" E	119	51° 51.572" N	57' 1° 26' 41.476" E
22	52° 39.779" N	20' 2° 35' 43.596" E	120	51° 51.622" N	57' 1° 26' 40.671" E
23	52° 21.003" N	19' 2° 35' 42.287" E	121	51° 51.647" N	57' 1° 26' 39.863" E
24	52° 19.701" N	19' 2° 35' 42.202" E	122	51° 51.646" N	57' 1° 26' 39.054" E
25	52° 18.121" N	19' 2° 35' 41.945" E	123	51° 51.619" N	57' 1° 26' 38.246" E
26	52° 16.555" N	19' 2° 35' 41.519" E	124	51° 51.567" N	57' 1° 26' 37.441" E
27	52° 15.009" N	19' 2° 35' 40.927" E	125	51° 51.489" N	57' 1° 26' 36.642" E
28	52° 13.490" N	19' 2° 35' 40.172" E	126	51° 51.385" N	57' 1° 26' 35.850" E
29	52° 12.005" N	19' 2° 35' 39.255" E	127	51° 51.257" N	57' 1° 26' 35.068" E
30	52° 10.559" N	19' 2° 35' 38.183" E	128	51° 51.181" N	57' 1° 26' 34.683" E
31	52° 19' 9.160" N	2° 35' 36.958" E	129	51° 51.104" N	57' 1° 26' 34.298" E
32	52° 19' 7.813" N	2° 35' 35.587" E	130	51° 51.080" N	57' 1° 26' 34.194" E
33	52° 19' 6.523" N	2° 35' 34.075" E	131	52° 0' 2.565" N	1° 25' 32.077" E
34	52° 19' 5.297" N	2° 35' 32.429" E	132	52° 0' 1.828" N	1° 25' 30.107" E
35	52° 19' 4.140" N	2° 35' 30.655" E	133	52° 0' 0.831" N	1° 25' 27.444" E
36	52° 19' 3.800" N	2° 35' 30.087" E	134	52° 0' 0.799" N	1° 25' 27.357" E
37	52° 18.898" N	18' 2° 34' 13.648" E	135	52° 0' 0.748" N	1° 25' 27.271" E
38	52° 15.833" N	18' 2° 34' 13.645" E	136	52° 0' 0.655" N	1° 25' 27.123" E
39	52° 57.918" N	27' 2° 34' 5.046" E	137	52° 0' 0.633" N	1° 25' 27.079" E
40	52° 52.453" N	27' 2° 33' 59.829" E	138	52° 0' 0.615" N	1° 25' 27.030" E

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41	52° 17.007" N	14' 2° 33' 46.245" E	139	52° 0' 0.542" N	1° 25' 26.883" E
42	52° 16.167" N	14' 2° 33' 38.948" E	140	52° 0' 0.465" N	1° 25' 26.741" E
43	52° 24' 0.479" N	2° 29' 6.650" E	141	52° 0' 0.263" N	1° 25' 26.337" E
44	52° 14.798" N	23' 2° 26' 39.878" E	142	51° 59.939" N	1° 25' 25.678" E
45	52°14' N	1.882" 2° 26' 45.354" E	143	51° 59.627" N	1° 25' 25.040" E
46	52° 55.527" N	13' 2° 26' 44.591" E	144	51° 59.306" N	1° 25' 24.402" E
47	52° 9' N	28.063" 2° 25' 36.366" E	145	51° 59.030" N	1° 25' 23.861" E
48	52° 9' N	31.781" 2° 25' 35.028" E	146	51° 59.015" N	1° 25' 23.828" E
49	52° 54.386" N	20' 2° 21' 15.039" E	147	51° 59.009" N	1° 25' 23.816" E
50	52° 47.385" N	20' 2° 21' 9.270" E	148	51° 58.926" N	1° 25' 23.634" E
51	52° 39.649" N	13' 2° 17' 18.125" E	149	51° 58.853" N	1° 25' 23.473" E
52	52° 35.674" N	13' 2° 15' 59.368" E	150	51° 58.772" N	1° 25' 23.293" E
53	52° 33.795" N	13' 2° 15' 22.225" E	151	51° 57.690" N	1° 25' 21.148" E
54	52° 17.487" N	11' 2° 11' 34.133" E	152	51° 57.689" N	1° 25' 21.146" E
55	52° 17.575" N	11' 2° 11' 33.361" E	153	51° 57.555" N	1° 25' 20.881" E
56	52° 17.638" N	11' 2° 11' 32.583" E	154	51° 57.555" N	1° 25' 20.880" E
57	52° 17.678" N	11' 2° 11' 31.800" E	155	51° 57.516" N	1° 25' 20.807" E
58	52° 17.694" N	11' 2° 11' 31.015" E	156	51° 57.517" N	1° 25' 20.807" E
59	52° 17.686" N	11' 2° 11' 30.230" E	157	51° 57.517" N	1° 25' 20.806" E
60	52° 17.654" N	11' 2° 11' 29.447" E	0	52° 56.467" N	25' 2° 34' 8.342" E

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61	52° 17.598" N	11' 2° 11' 28.667" E	1	52° 53.636" N	21' 2° 34' 13.872" E
62	52° 17.518" N	11' 2° 11' 27.893" E	2	52° 25.053" N	21' 2° 34' 13.842" E
63	52° 17.415" N	11' 2° 11' 27.126" E	3	52° 31.270" N	25' 2° 34' 8.916" E
64	52° 22.845" N	12' 2° 11' 9.965" E	4	52° 19.547" N	21' 2° 31' 49.797" E
65	52° 27.654" N	12' 2° 10' 3.953" E	5	52° 19.145" N	21' 2° 31' 2.229" E
66	52° 22.645" N	10' 2° 5' 24.993" E	6	52° 19.716" N	21' 2° 30' 12.848" E
67	52° 22.513" N	10' 2° 5' 24.211" E	7	52° 26.292" N	23' 2° 30' 2.994" E
68	52° 22.357" N	10' 2° 5' 23.442" E	8	52° 25.515" N	23' 2° 30' 1.705" E
69	52° 22.176" N	10' 2° 5' 22.686" E	9	52° 24.756" N	23' 2° 30' 0.388" E
70	52° 11' 6.526" N	2° 2' 15.690" E	10	52° 24.016" N	23' 2° 29' 59.042" E
71	52° 9' 32.963" N	2° 2' 11.440" E	11	52° 23.294" N	23' 2° 29' 57.670" E
72	52° 8' 46.527" N	1° 57' 45.569" E	12	52° 22.592" N	23' 2° 29' 56.270" E
73	52° 8' 46.517" N	1° 57' 45.508" E	13	52° 19.237" N	21' 2° 29' 57.051" E
74	52° 9' 40.842" N	1° 57' 7.198" E	14	52° 21.910" N	23' 2° 29' 54.846" E
75	52° 8' 11.619" N	1° 54' 29.428" E	15	52° 21.248" N	23' 2° 29' 53.395" E
76	52° 9' 37.650" N	1° 53' 5.293" E	16	52° 20.606" N	23' 2° 29' 51.921" E
77	52° 8' 11.641" N	1° 52' 54.353" E	17	52° 19.985" N	23' 2° 29' 50.423" E
78	52° 8' 11.629" N	1° 52' 53.580" E	18	52° 19.385" N	23' 2° 29' 48.903" E
79	52° 8' 11.594" N	1° 52' 52.809" E	19	52° 18.807" N	23' 2° 29' 47.360" E
80	52° 8' 11.536" N	1° 52' 52.041" E	20	52° 18.250" N	23' 2° 29' 45.797" E

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81	52° 8' 11.455" N	1° 52' 51.279" E	21	52° 17.715" N	23' 2° 29' 44.213" E
82	52° 8' 11.351" N	1° 52' 50.524" E	22	52° 17.202" N	23' 2° 29' 42.609" E
83	52° 8' 11.224" N	1° 52' 49.779" E	23	52° 17.285" N	21' 2° 29' 40.473" E
84	52° 8' 11.075" N	1° 52' 49.044" E	24	52° 17.055" N	21' 2° 29' 38.731" E
85	52° 8' 10.904" N	1° 52' 48.323" E	25	52° 10.175" N	19' 2° 27' 36.407" E
86	52° 8' 10.711" N	1° 52' 47.616" E	26	52° 33.114" N	22' 2° 27' 20.941" E
87	52° 8' 10.498" N	1° 52' 46.925" E	27	52° 50.889" N	18' 2° 26' 0.710" E
88	52° 8' 10.264" N	1° 52' 46.251" E	28	52° 59.087" N	13' 2° 25' 25.766" E
89	52° 8' 10.009" N	1° 52' 45.598" E	29	52° 58.494" N	13' 2° 23' 27.683" E
90	52° 8' 33.339" N	1° 49' 15.275" E	30	52° 56.853" N	13' 2° 23' 2.476" E
91	52° 8' 25.361" N	1° 48' 48.294" E	31	52° 22.815" N	20' 2° 22' 19.439" E
92	52° 7' 42.887" N	1° 46' 40.770" E	32	52° 12.421" N	18' 2° 21' 12.115" E
93	52° 4' 57.710" N	1° 44' 58.279" E	33	52° 15.739" N	18' 2° 21' 10.581" E
94	52° 5' 44.773" N	1° 40' 57.350" E	34	52° 46.402" N	13' 2° 19' 32.631" E
95	52° 2' 57.010" N	1° 36' 33.019" E	0	52° 49.261" N	21' 2° 44' 44.274" E
96	52° 2' 56.838" N	1° 36' 32.348" E	1	52° 58.439" N	26' 2° 44' 31.396" E
97	52° 2' 56.647" N	1° 36' 31.690" E	2	52° 27' 8.502" N	2° 35' 52.305" E
98	52° 2' 56.438" N	1° 36' 31.048" E	3	52° 19.758" N	21' 2° 35' 44.827" E