

Norfolk Vanguard Offshore Wind Farm Applicant's Comments on Deadline 8 Written Submissions

Appendix 3

B1149 traffic management swept path analysis

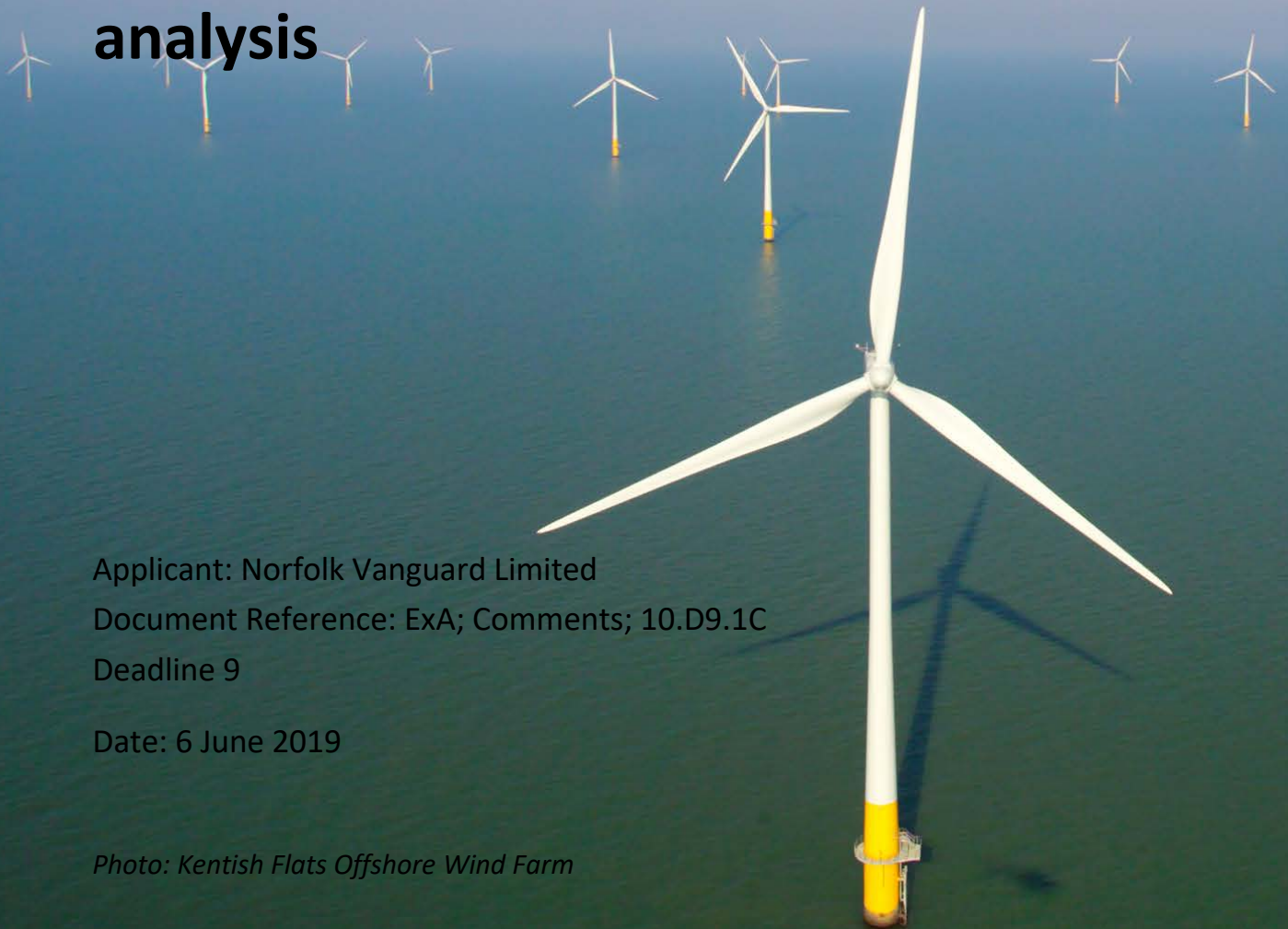
Applicant: Norfolk Vanguard Limited

Document Reference: ExA; Comments; 10.D9.1C

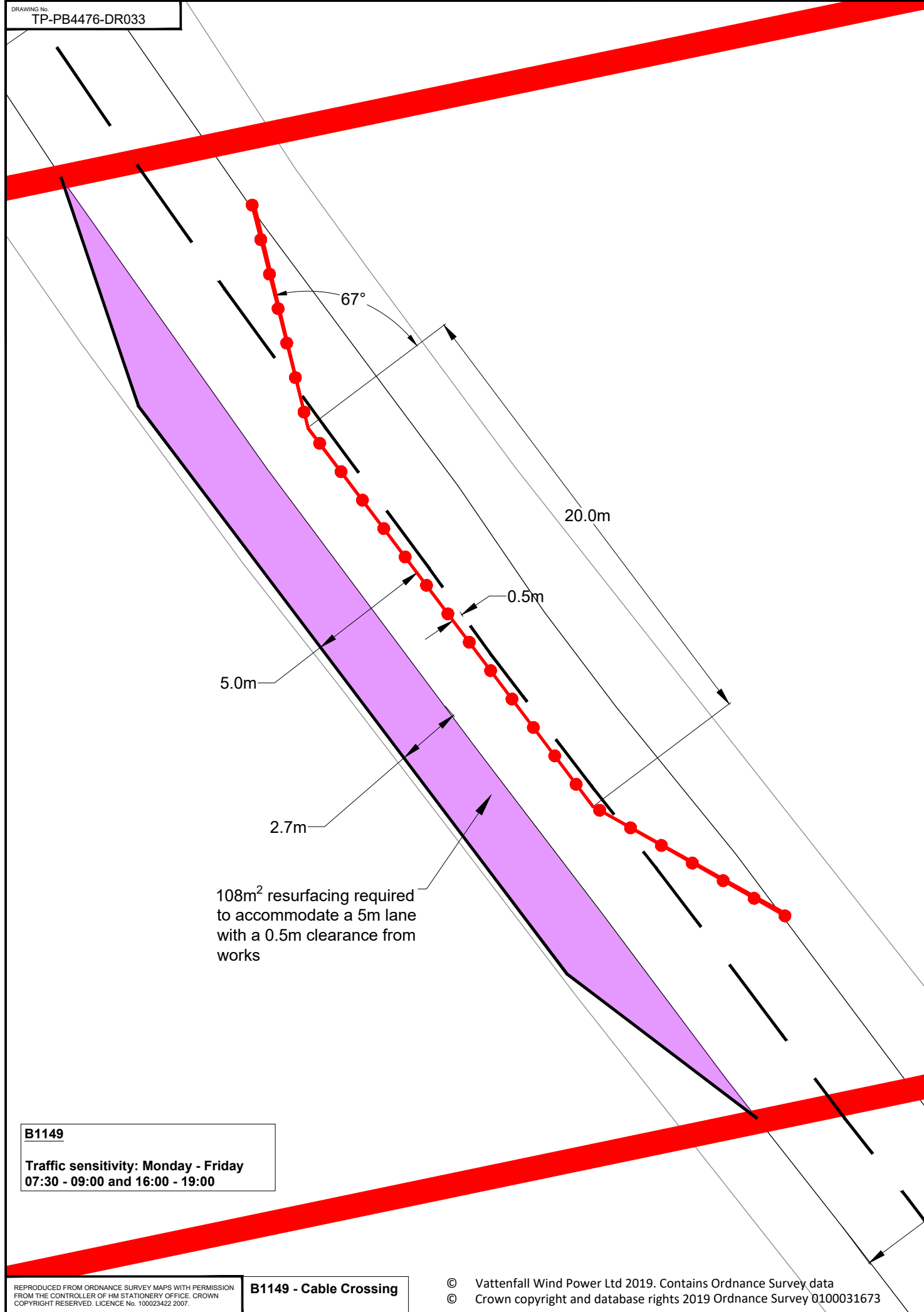
Deadline 9

Date: 6 June 2019

Photo: Kentish Flats Offshore Wind Farm



DRAWING No.
TP-PB4476-DR033

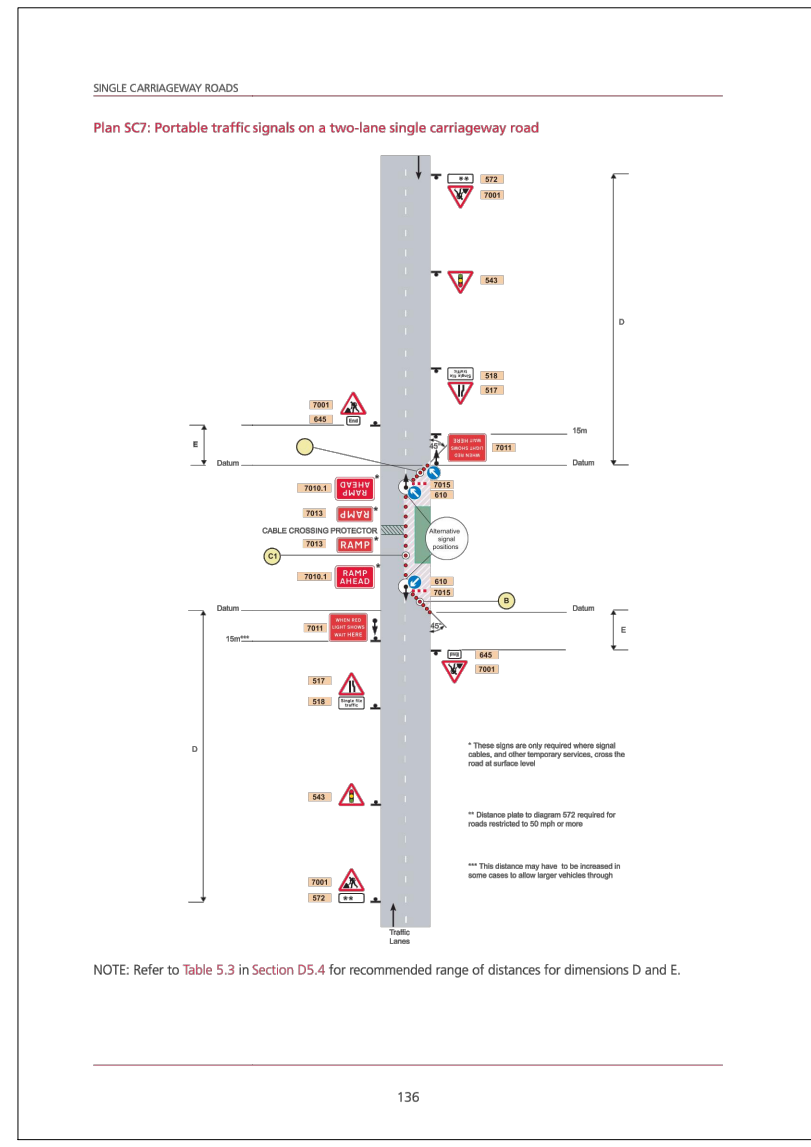
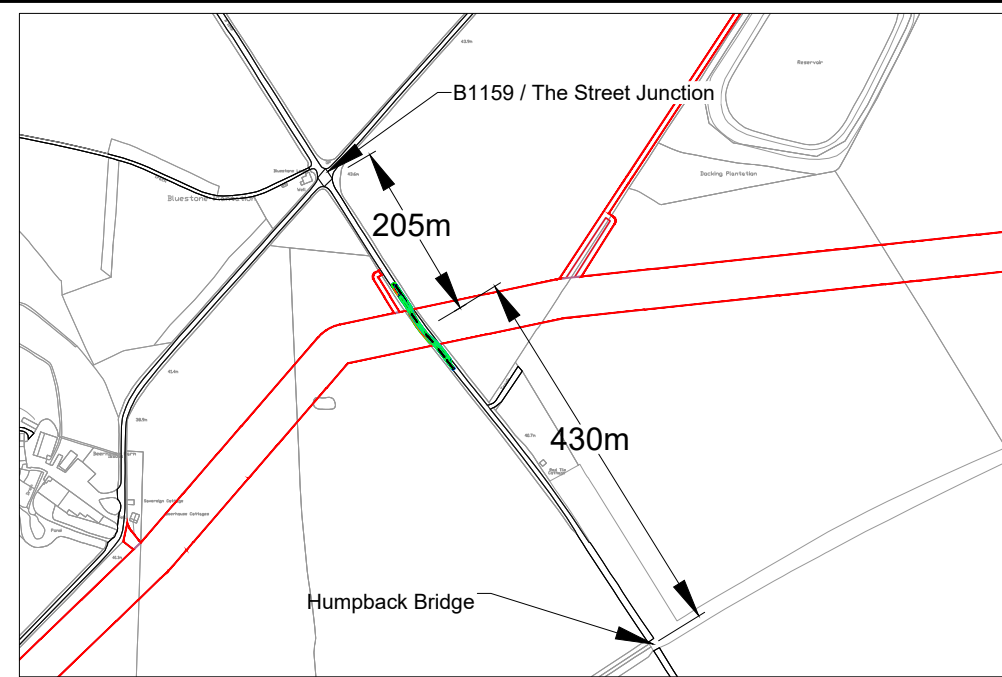


B1149
Traffic sensitivity: Monday - Friday
07:30 - 09:00 and 16:00 - 19:00

B1149 - Cable Crossing

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Based on Plan SC7 of Traffic Signs Manual (2009) Chapter 8 Part 1

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

KEY
 DCO ORDER LIMITS
 REQUIRED RESURFACING
 INDICATIVE CONES

REV	DATE	DESCRIPTION	BY	CHK	APP
REVISIONS					
CLIENT					

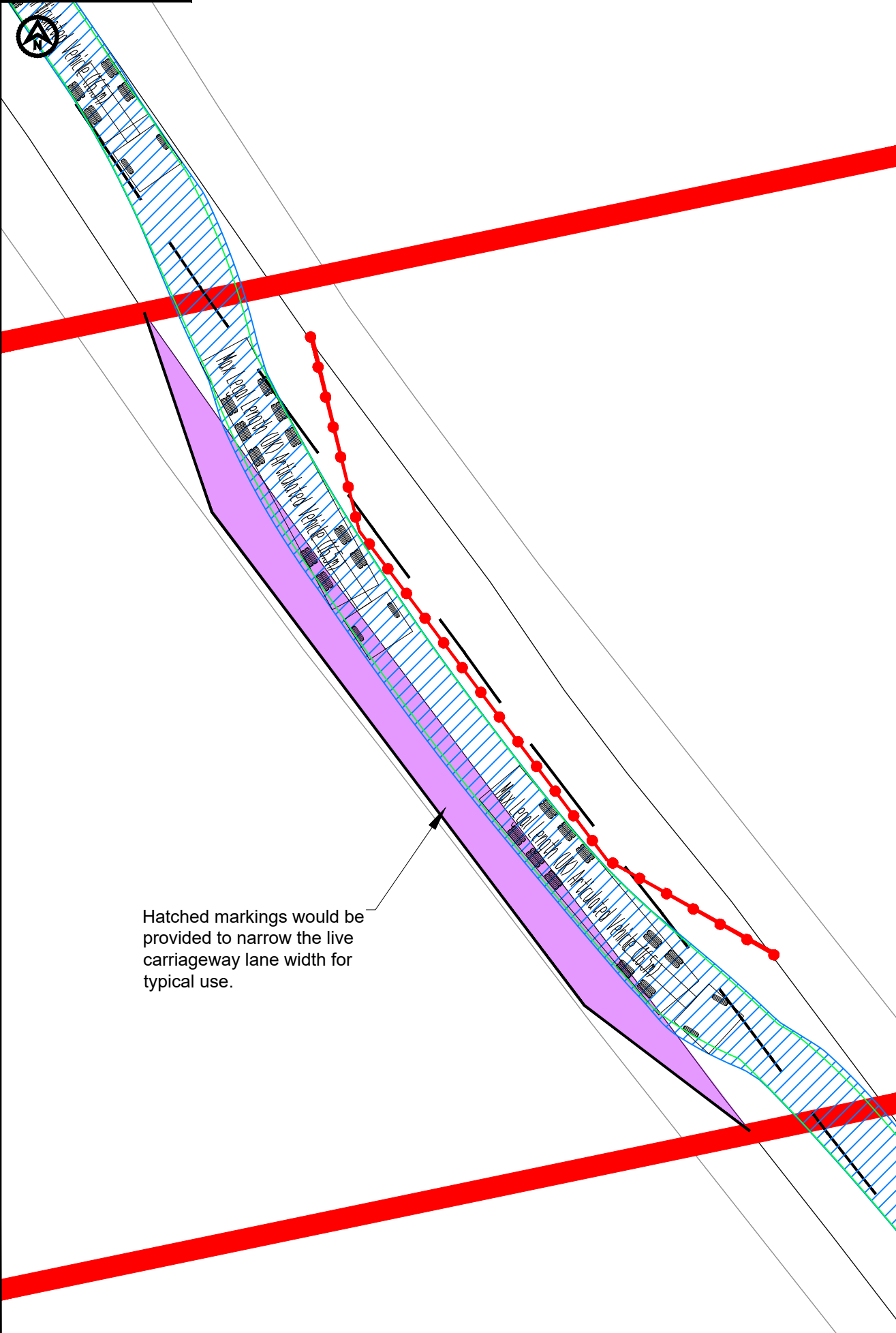
VATTENFALL

PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

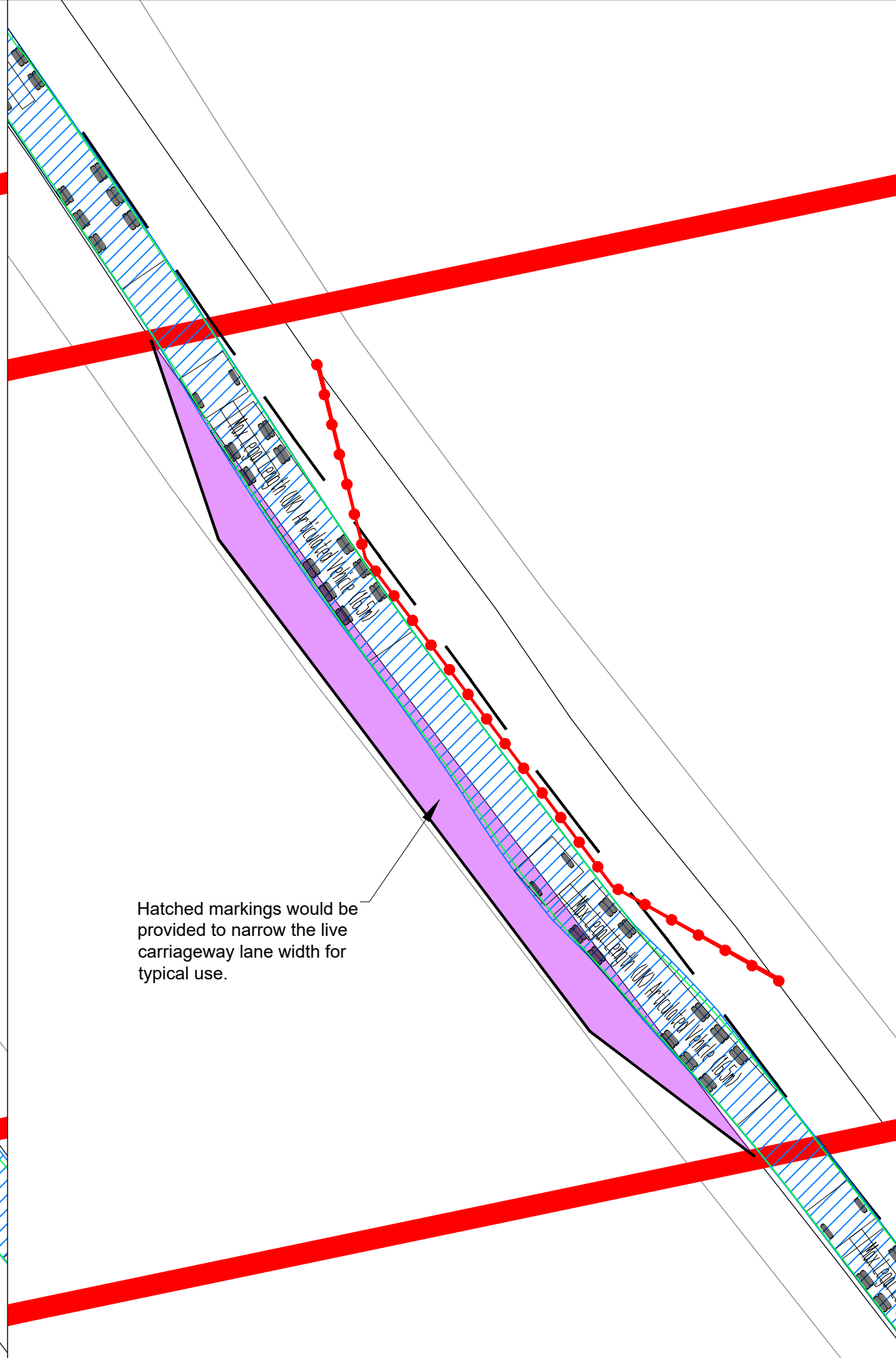
TITLE
B1149 TRAFFIC MANAGEMENT

Royal HaskoningDHV
Enhancing Society Together

DRAWN	RNE	CHECKED	ADR	APPROVED	ADR
DATE	31.05.19	SCALE AT A1	1:250	CLIENTS REF.	
DRAWING No.	TP-PB4476-DR033				REVISION
					F1.1



Hatched markings would be provided to narrow the live carriageway lane width for typical use.

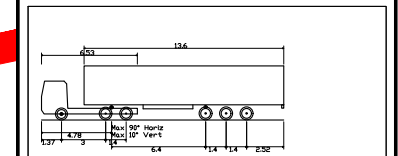


Hatched markings would be provided to narrow the live carriageway lane width for typical use.

NOTES
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KEY
 ORDER LIMITS

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.281m
 Min Body Ground Clearance 0.41m
 Max Truck Width 2.500m
 Lock to lock time 6.70S
 Kerb to Kerb Turning Radius 6.855m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)
 VEHICLE CHASSIS SWEEP PATH
 REQUIRED RESURFACING
 INDICATIVE CONES

DRAFT - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	BY	CHK	APP
D.01		FIRST ISSUE			

REVISIONS

CLIENT

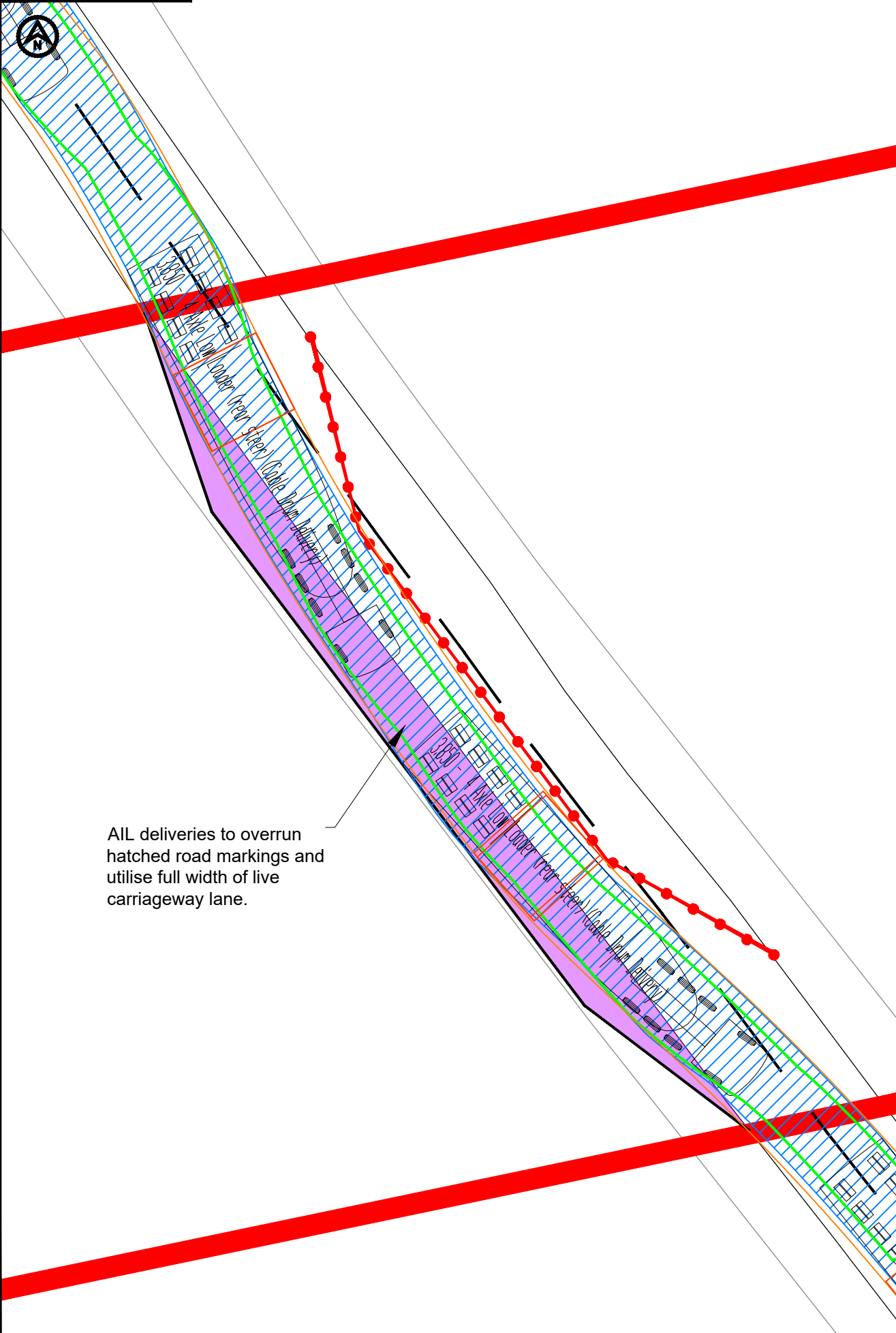


PROJECT
 NORFOLK VANGUARD OFFSHORE WIND FARM

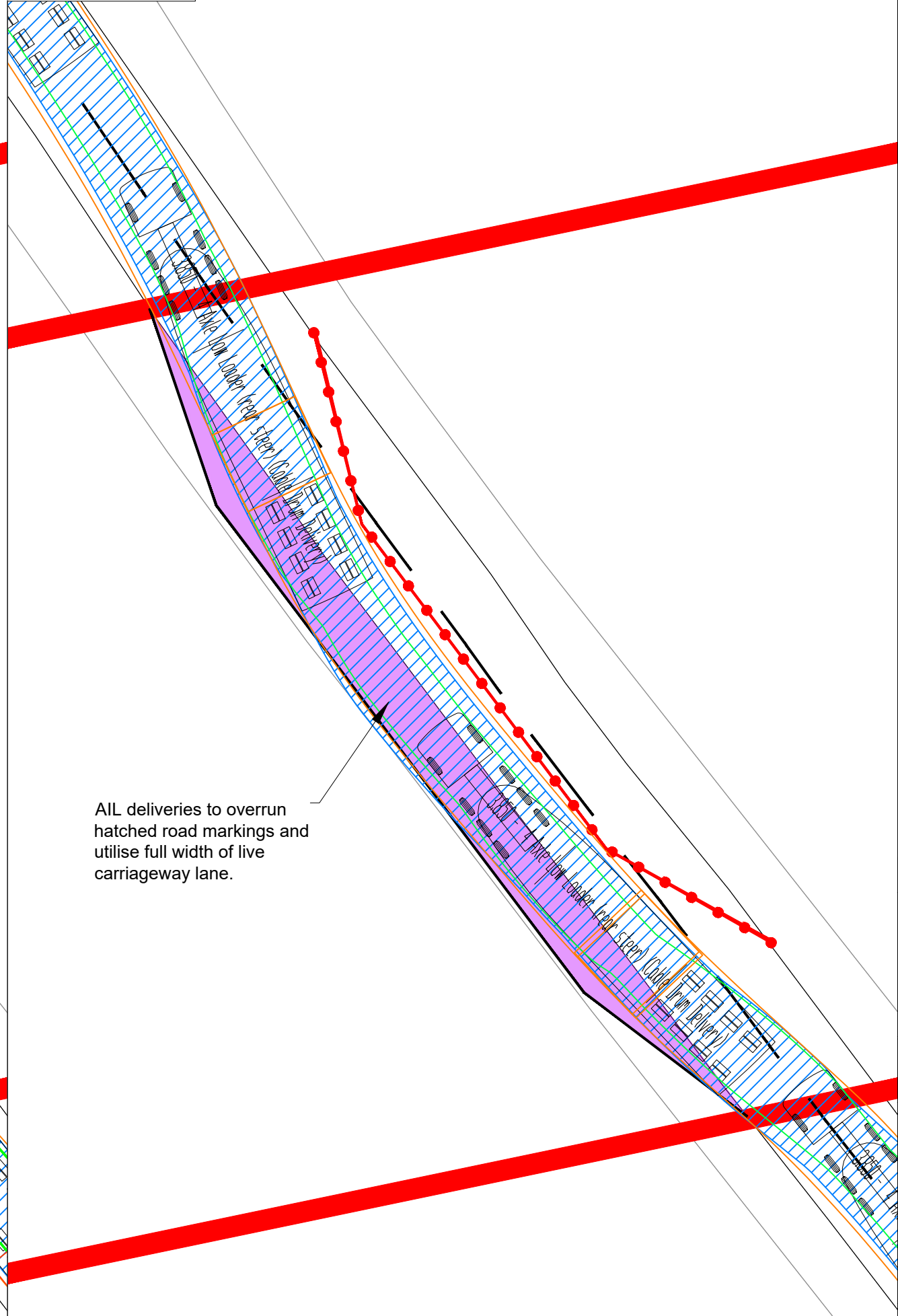
TITLE
 B1149 TRAFFIC MANAGEMENT
 ARTICULATED LORRY SWEEP PATH ANALYSIS



DRAWN	RNE	CHECKED	ADR	APPROVED	ADR
DATE	31.05.19	SCALE AT A3	1:250	CLIENTS REF.	
DRAWING No.	TP-PB4476-DR034				REVISION
CLIENT DWG No.					F1.0



AIL deliveries to overrun hatched road markings and utilise full width of live carriageway lane.



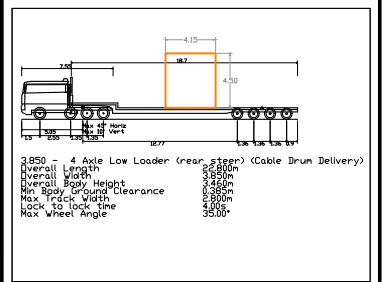
AIL deliveries to overrun hatched road markings and utilise full width of live carriageway lane.

- NOTES**
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 - This drawing has been based upon Ordnance Survey Maps and Royal Haskoning can not guarantee the accuracy of data.
 - Cable drum dimensions taken from Horsea 3 Offshore Windfarm document 'Main Construction Compound Access Strategy' September 2018
 - Typical AIL vehicle used suitable for cable drum loadings.

KEY

- ORDER LIMITS

VEHICLE TRACKING



- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH
- INDICATIVE CABLE DRUM SWEEP PATH
- REQUIRED RESURFACING
- INDICATIVE CONES

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D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

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PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

TITLE
B1149 TRAFFIC MANAGEMENT
TYPICAL AIL CABLE DRUM DELIVERY
SWEEP PATH ANALYSIS



DRAWN	RNE	CHECKED	ADR	APPROVED	ADR
DATE	31.05.19	SCALE AT A3	1:250	CLIENTS REF.	
DRAWING No.	TP-PB4476-DR035			REVISION	F1.0
CLIENT DWG No.					