

Norfolk Vanguard Offshore Wind Farm

Applicant's Response to Request for Information

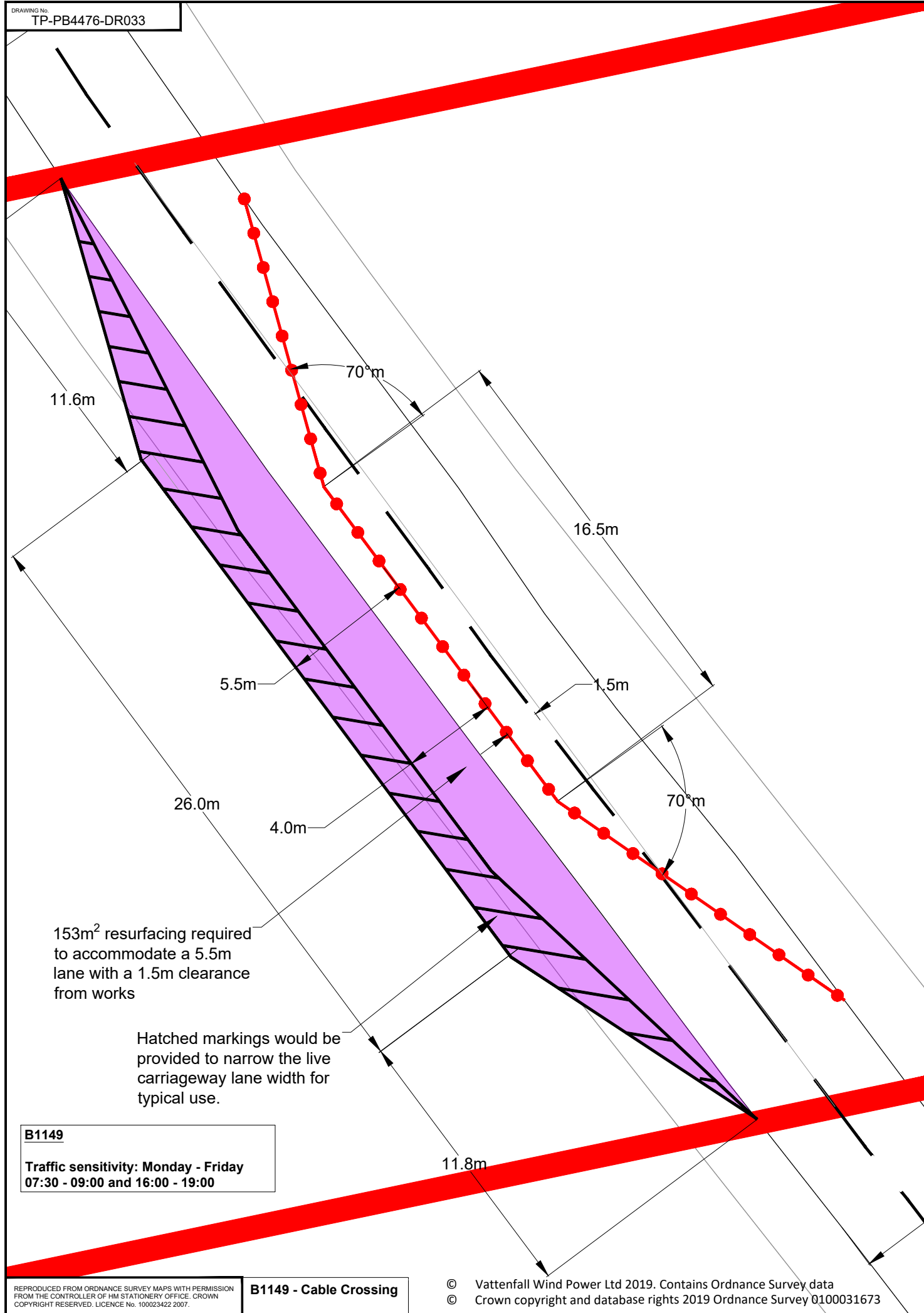
Appendix 1 B1149 traffic management drawings

Applicant: Norfolk Vanguard Limited
Document Reference: ExA; WQ; 11.D10.1.App1

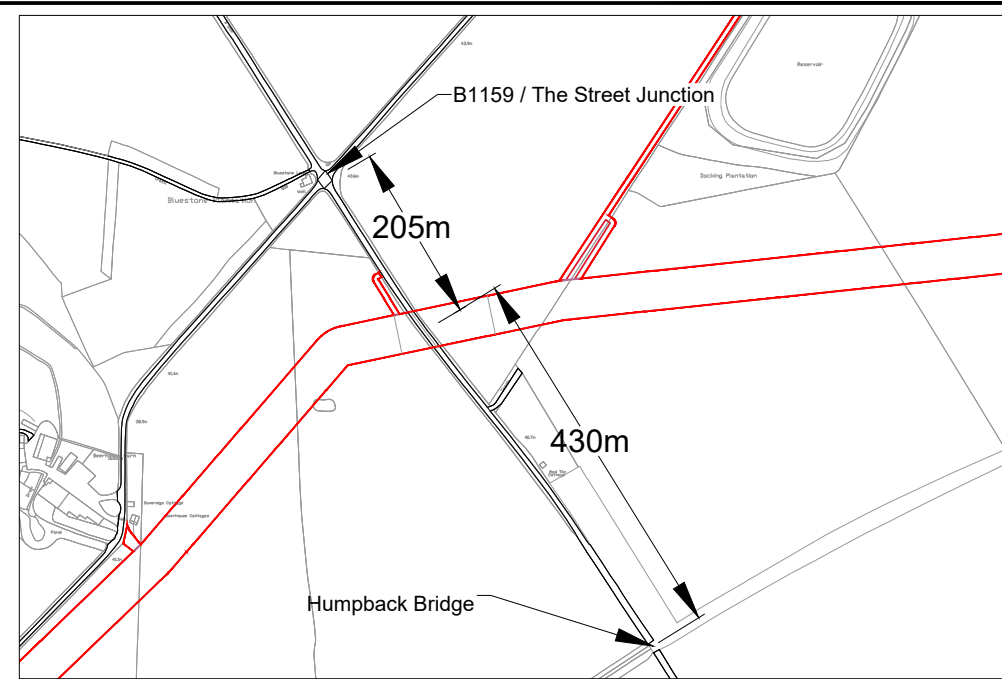
Date: February 2020

Photo: Kentish Flats Offshore Wind Farm

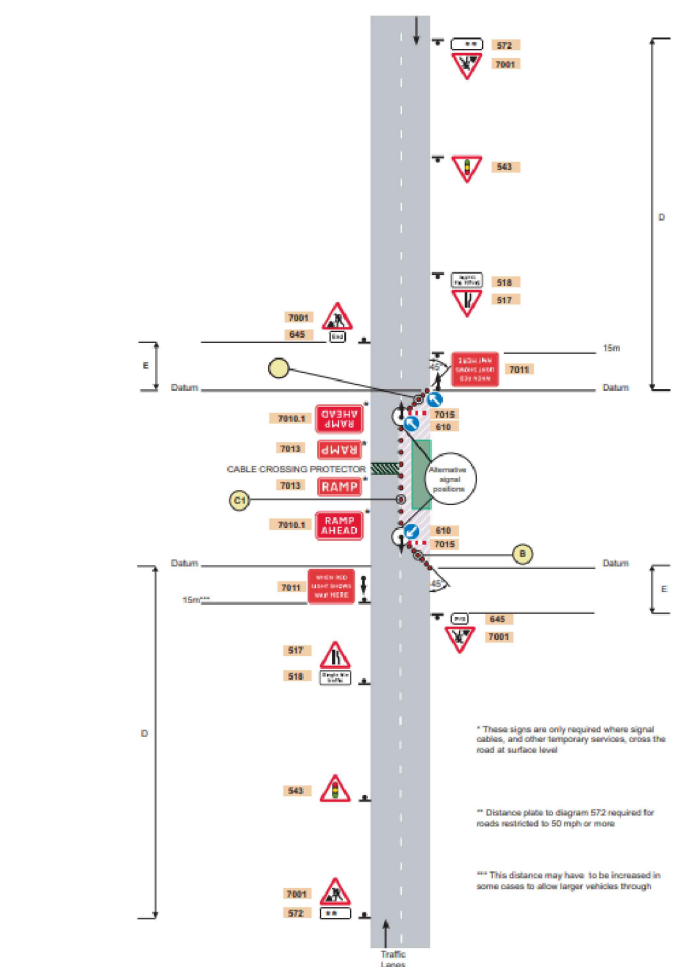




B1149
Traffic sensitivity: Monday - Friday
07:30 - 09:00 and 16:00 - 19:00



Plan SC7: Portable traffic signals on a two-lane single carriageway road



NOTE: Refer to Table 5.3 in Section D5.4 for recommended range of distances for dimensions D and E.

Table 5.3 Distances shown in plans in Sections D5.5 to D5.8 and D5.10

	Single carriageway road: Permanent speed limit			
	30mph or less	40mph	50mph	Unrestricted (60 mph)
Minimum and normal maximum stopping distance D of first sign in advance of lead-in taper in metres	20* - 45	45 - 110	275 - 450	275 - 450
Minimum longitudinal clearance L in metres	0.5	15	30	60
Length of taper T in metres:				
1	13	20	25	25
Width of hazard (metres) including safety zone S	2	26	40	50
3	39	60	75	75
4	52	80	100	100
5	65	100	125	125
Minimum lateral safety zone clearance	0.5	0.5	1.2	1.2
Distance E to "end of road works" sign	10 - 30	10 - 30	30 - 45	30 - 45

Extracts from Traffic Signs Manual (2009) Chapter 8 Part 1

- 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.
- KEY
- DCO ORDER LIMITS
 - REQUIRED RESURFACING
 - INDICATIVE CONES

REV	DATE	DESCRIPTION	BY	CHK	APP
F2.0	JUN 19	Updated		RNE	ADR

REVISIONS

CLIENT



PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

TITLE
B1149 TRAFFIC MANAGEMENT (SOUTH WESTERN VERGE)

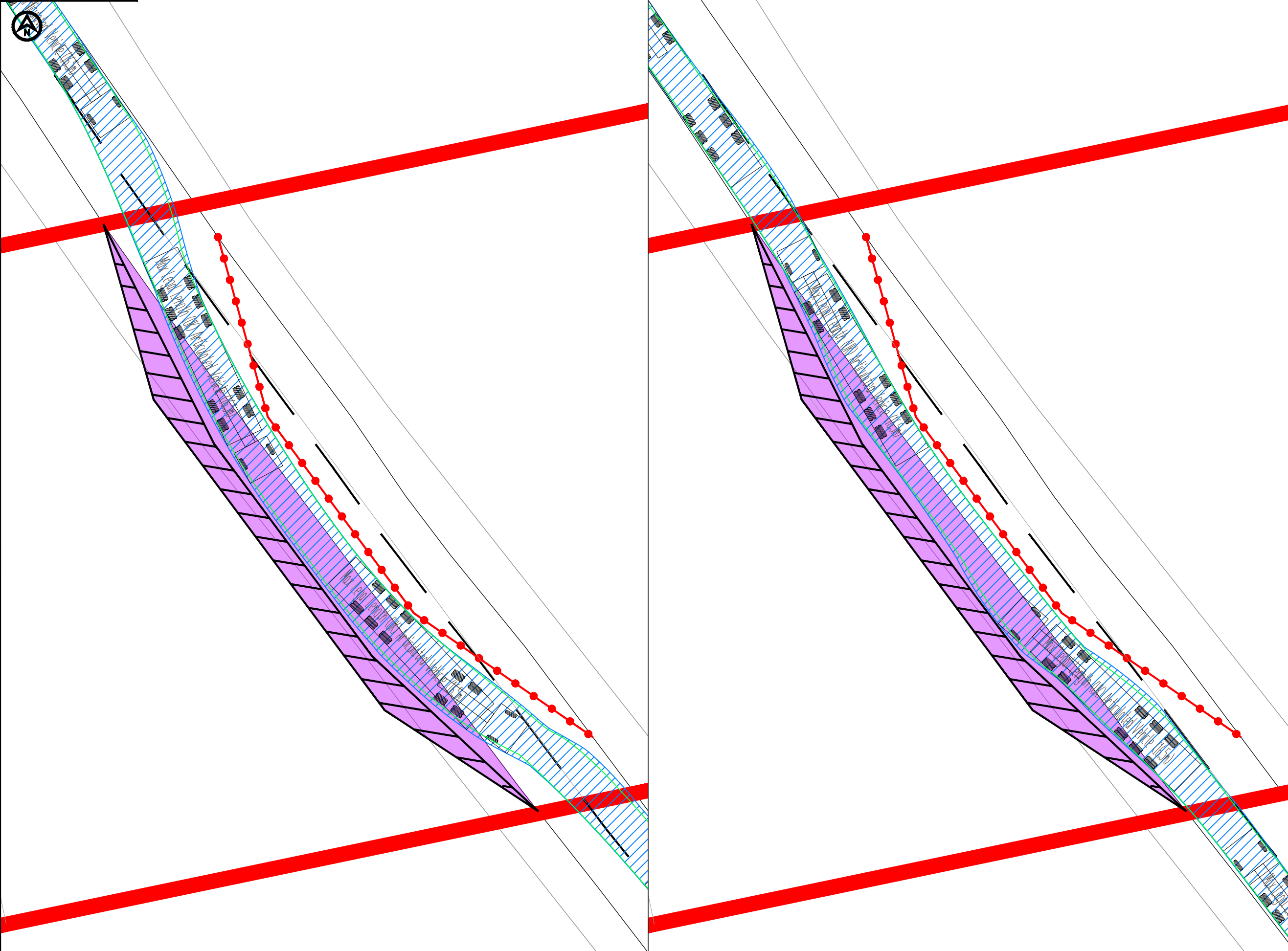


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DRAWING No. TP-PB4476-DR033

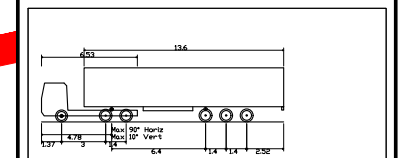
REVISION F2.0

DRAWING No.
TP-PB4476-DR034



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 Grounds Clearance 0.411m
 Max Truck Width 2.500m
 Lock to lock time 6.705s
 Kerb to Kerb Turning Radius 9.835m

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

DRAFT - NOT FOR CONSTRUCTION

F2.0	JUN 19	Updated	RNE	ADR	ADR
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

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PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

TITLE
B1149 TRAFFIC MANAGEMENT ARTICULATED LORRY SWEEP PATH ANALYSIS (SOUTH WESTERN VERGE)

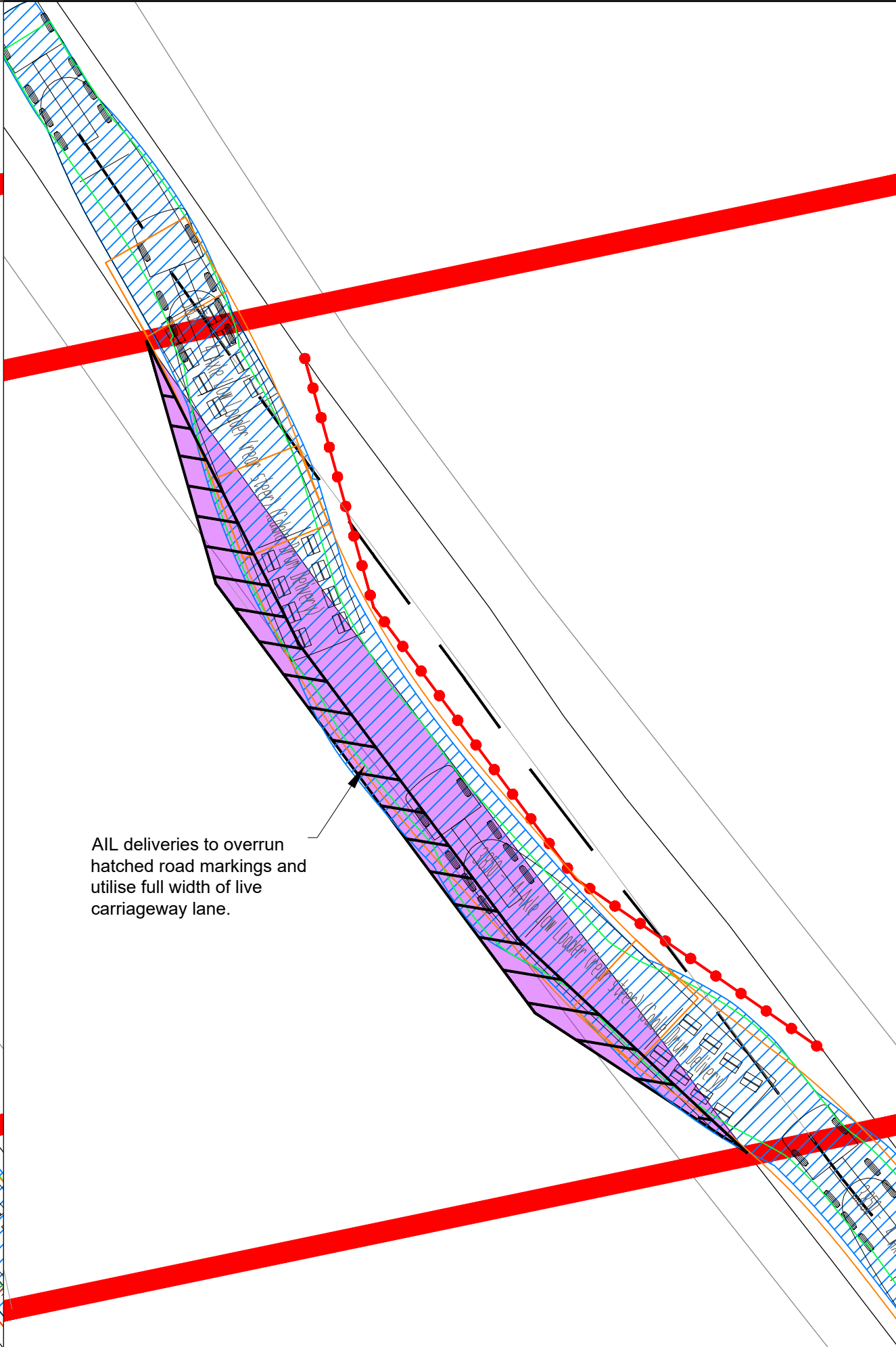
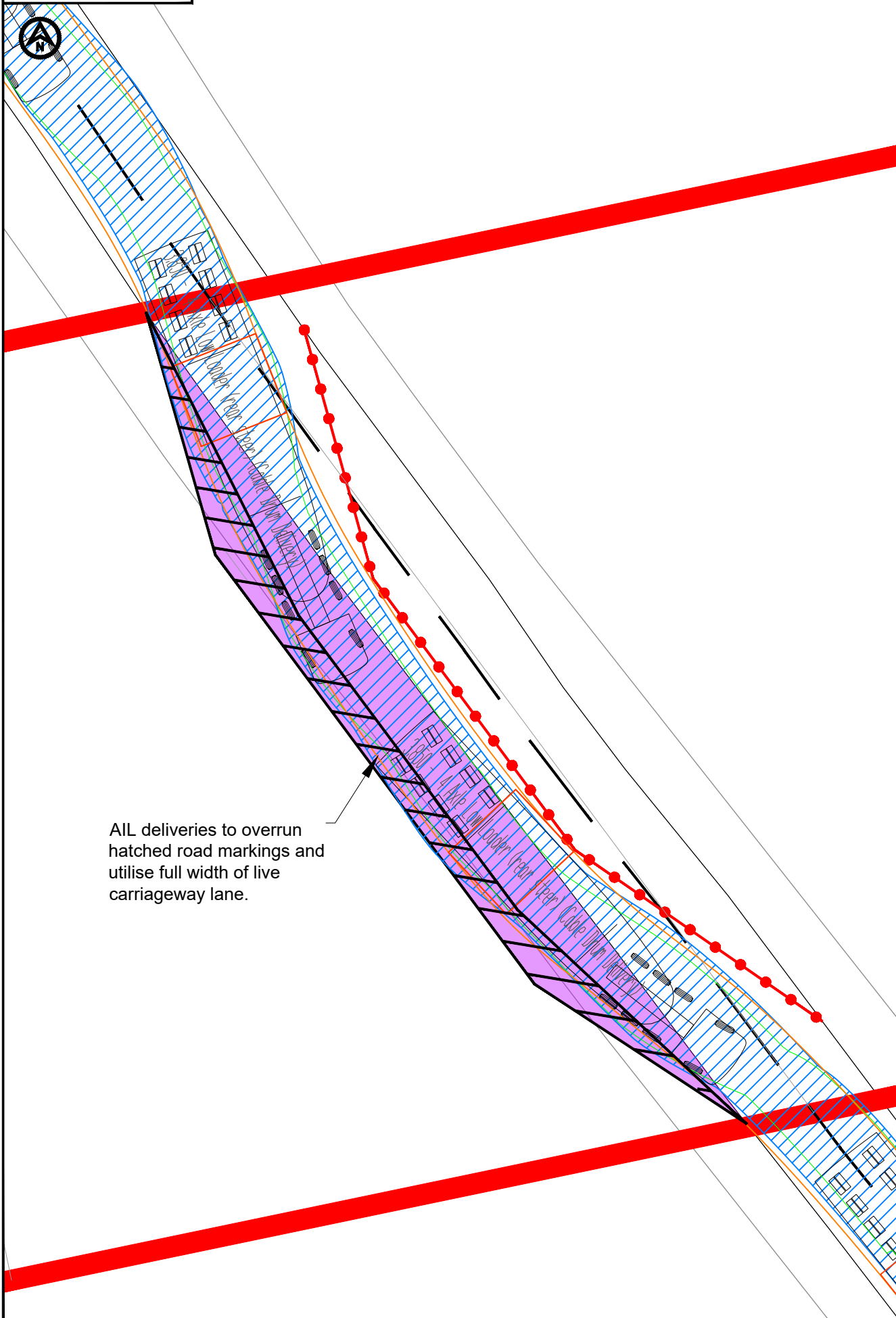


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DRAWING No.	TP-PB4476-DR034			REVISION	F2.0
CLIENT DWG No.					

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Southbound
SCALE - 1:250

Northbound
SCALE - 1:250

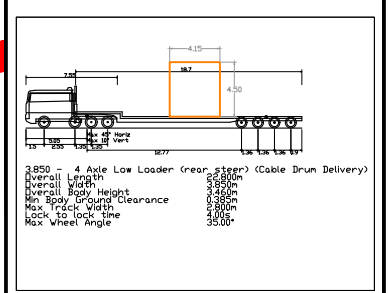


- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal Haskoning can not guarantee the accuracy of data.
 3. Cable drum dimensions taken from Hornsea 3 Offshore Windfarm document 'Main Construction Compound Access Strategy' September 2018.
 4. Typical ALL 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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F2.0 JUN 19	Updated	RNE	ADR	ADR	
D.01	FIRST ISSUE				
REV	DATE	DESCRIPTION	BY	CHK	APP

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PROJECT

NORFOLK VANGUARD OFFSHORE WIND FARM

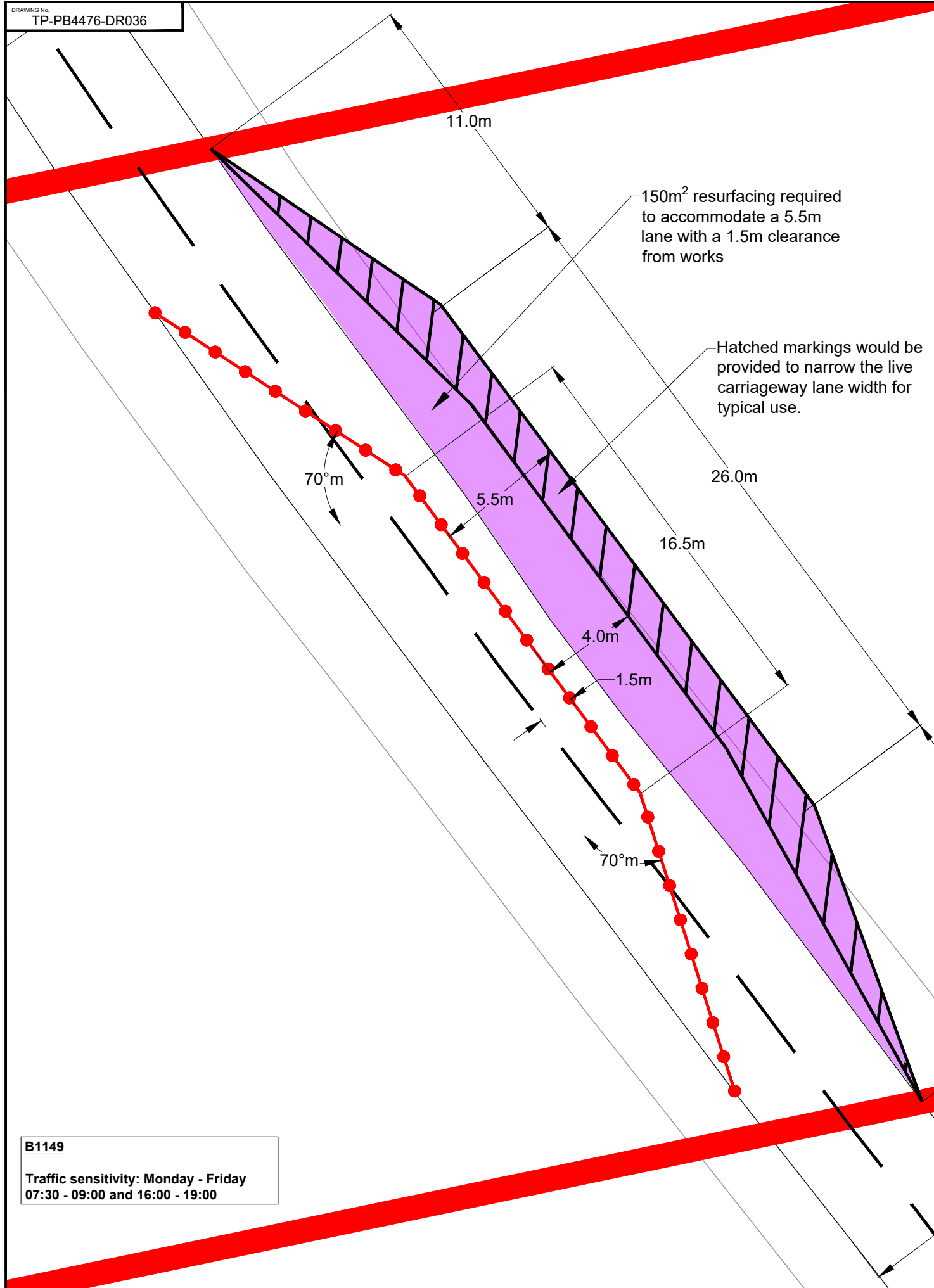
TITLE

B1149 TRAFFIC MANAGEMENT
TYPICAL AIL CABLE DRUM DELIVERY
SWEPT PATH ANALYSIS
(SOUTH WESTERN VERGE)

Royal HaskoningDHV
Enhancing Society Together

DRAWN	RNE	CHECKED	ADR	APPROVED	ADR
DATE	31.05.19	SCALE AT A3	1:250	CLIENTS REF.	
DRAWING No.	TP-PB4476-DR035				REVISION
CLIENT DWG No.					F2.0

DRAWING No.
TP-PB4476-DR036

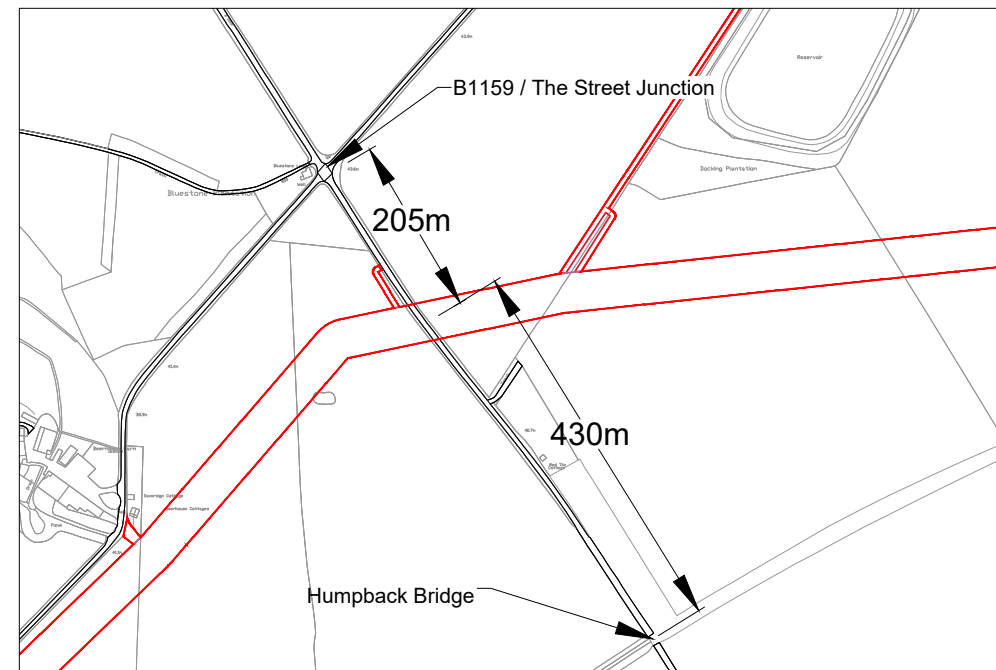


B1149
Traffic sensitivity: Monday - Friday
07:30 - 09:00 and 16:00 - 19:00

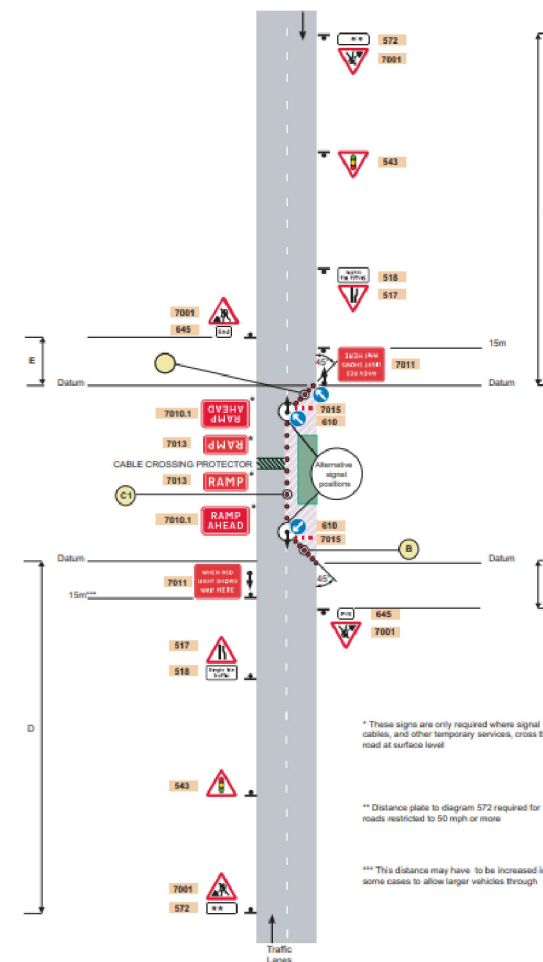
B1149 - Cable Crossing

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Plan SC7: Portable traffic signals on a two-lane single carriageway road



NOTE: Refer to Table 5.3 in Section D5.4 for recommended range of distances for dimensions D and E.

Table 5.3 Distances shown in plans in Sections D5.5 to D5.8 and D5.10

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Minimum lateral safety zone clearance	0.5	0.5	1.2	1.2
Distance E to 'end of road works' sign	10 - 30	10 - 30	30 - 45	30 - 45

Extracts from Traffic Signs Manual (2009)
Chapter 8 Part 1

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- KEY**
- DCO ORDER LIMITS
 - REQUIRED RESURFACING
 - INDICATIVE CONES

REV	DATE	DESCRIPTION	BY	CHK	APP
F2.0	JUN 19	Updated	RNE	ADR	ADR

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PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

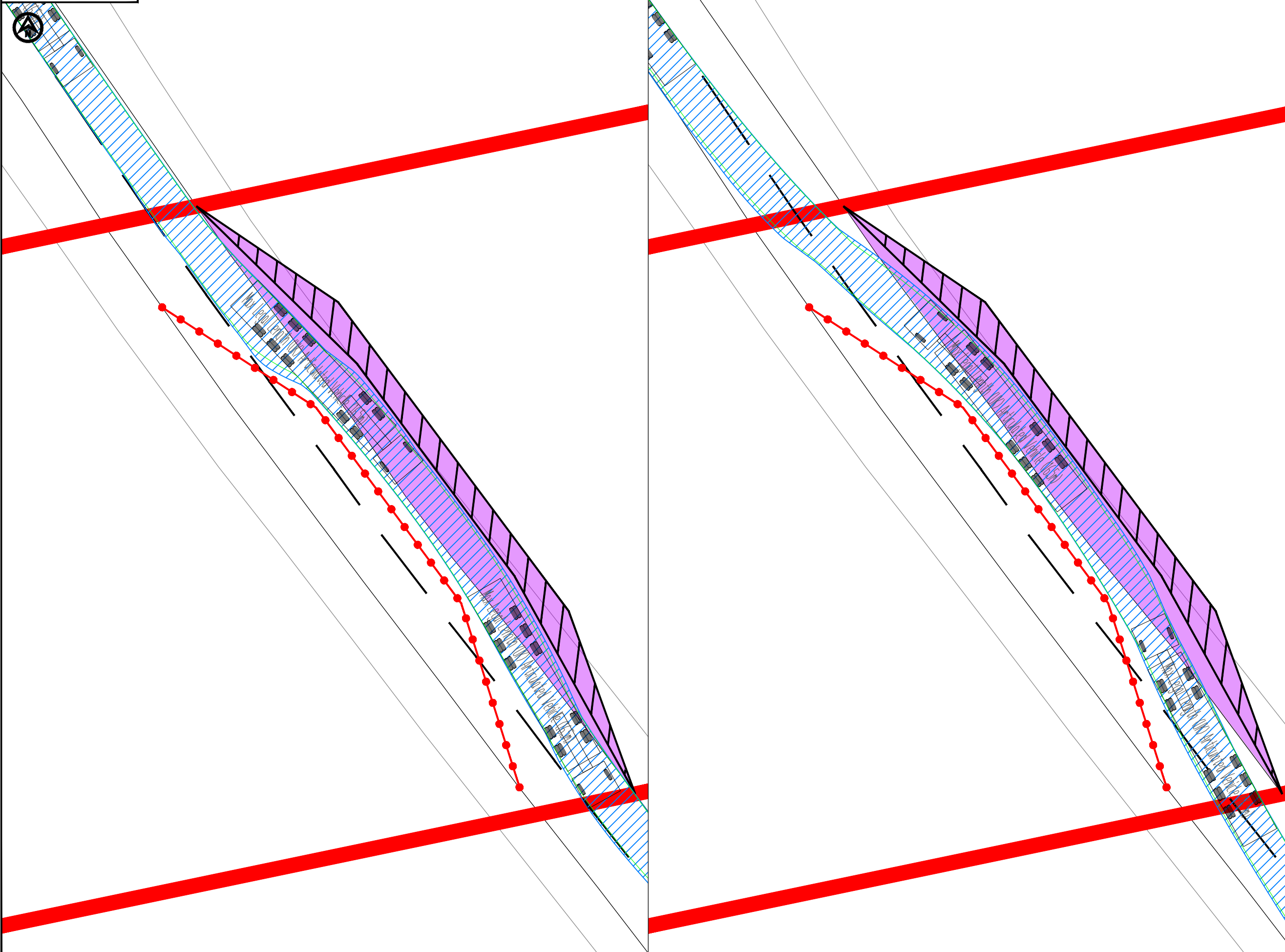
TITLE
B1149 TRAFFIC MANAGEMENT (NORTH EASTERN VERGE)



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DATE	31.05.19	SCALE AT A1	1:250	CLIENTS REF.	

DRAWING No. TP-PB4476-DR036
REVISION F2.0

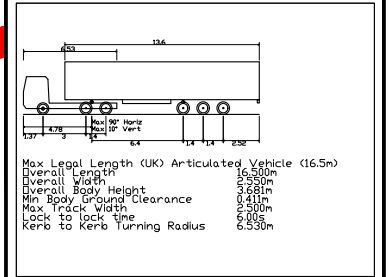
DRAWING No.
TP-PB4476-DR037



NOTES
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KEY
 ORDER LIMITS

VEHICLE TRACKING



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

DRAFT - NOT FOR CONSTRUCTION

F2.0 JUN 19	Updated	RNE	ADR	ADR
D.01	FIRST ISSUE			

REV	DATE	DESCRIPTION	BY	CHK	APP
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PROJECT
NORFOLK VANGUARD OFFSHORE WIND FARM

TITLE
B1149 TRAFFIC MANAGEMENT ARTICULATED LORRY SWEEP PATH ANALYSIS (NORTH EASTERN VERGE)

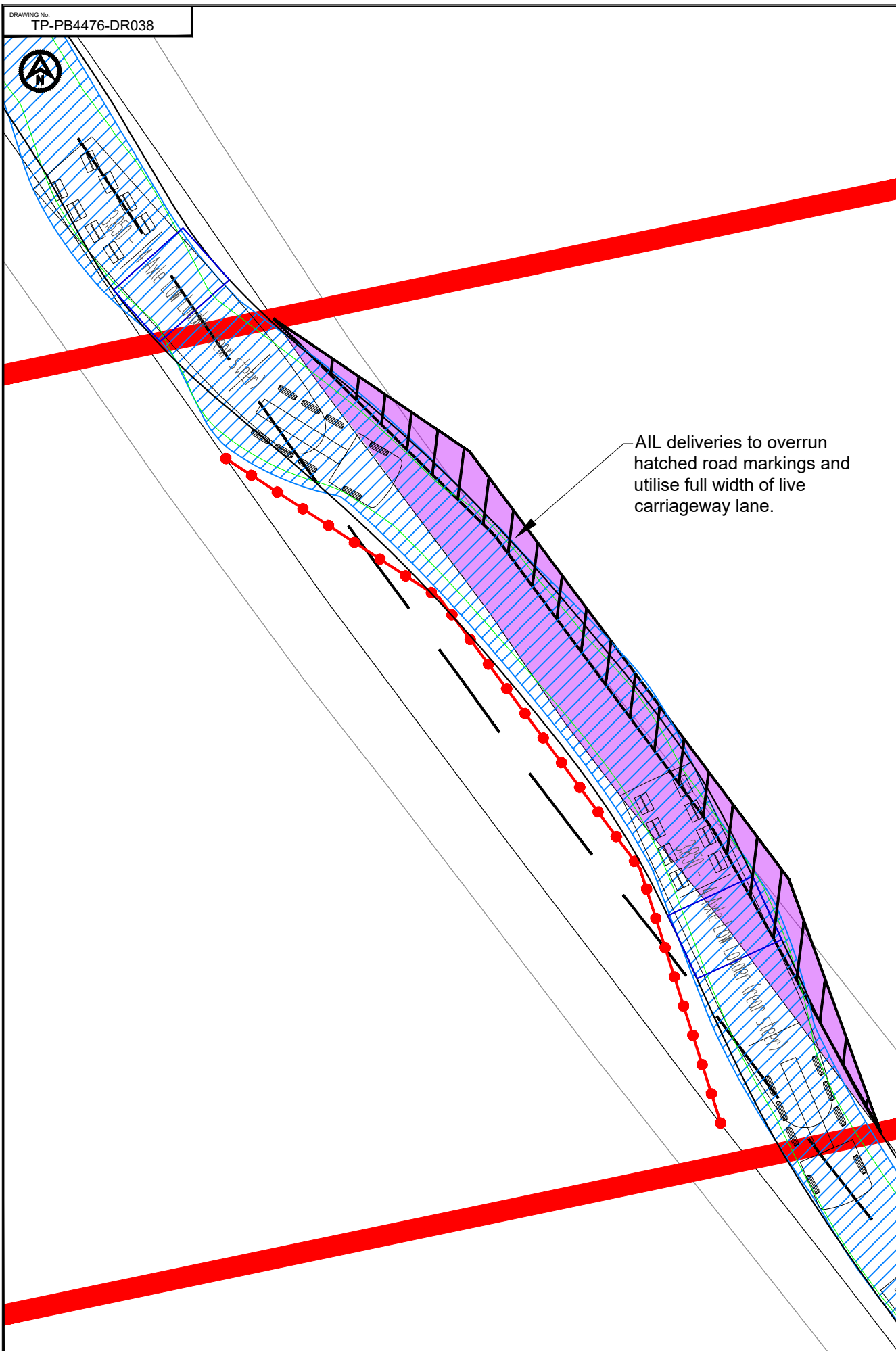


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DRAWING No.	TP-PB4476-DR037				REVISION
CLIENT DWG No.					F2.0

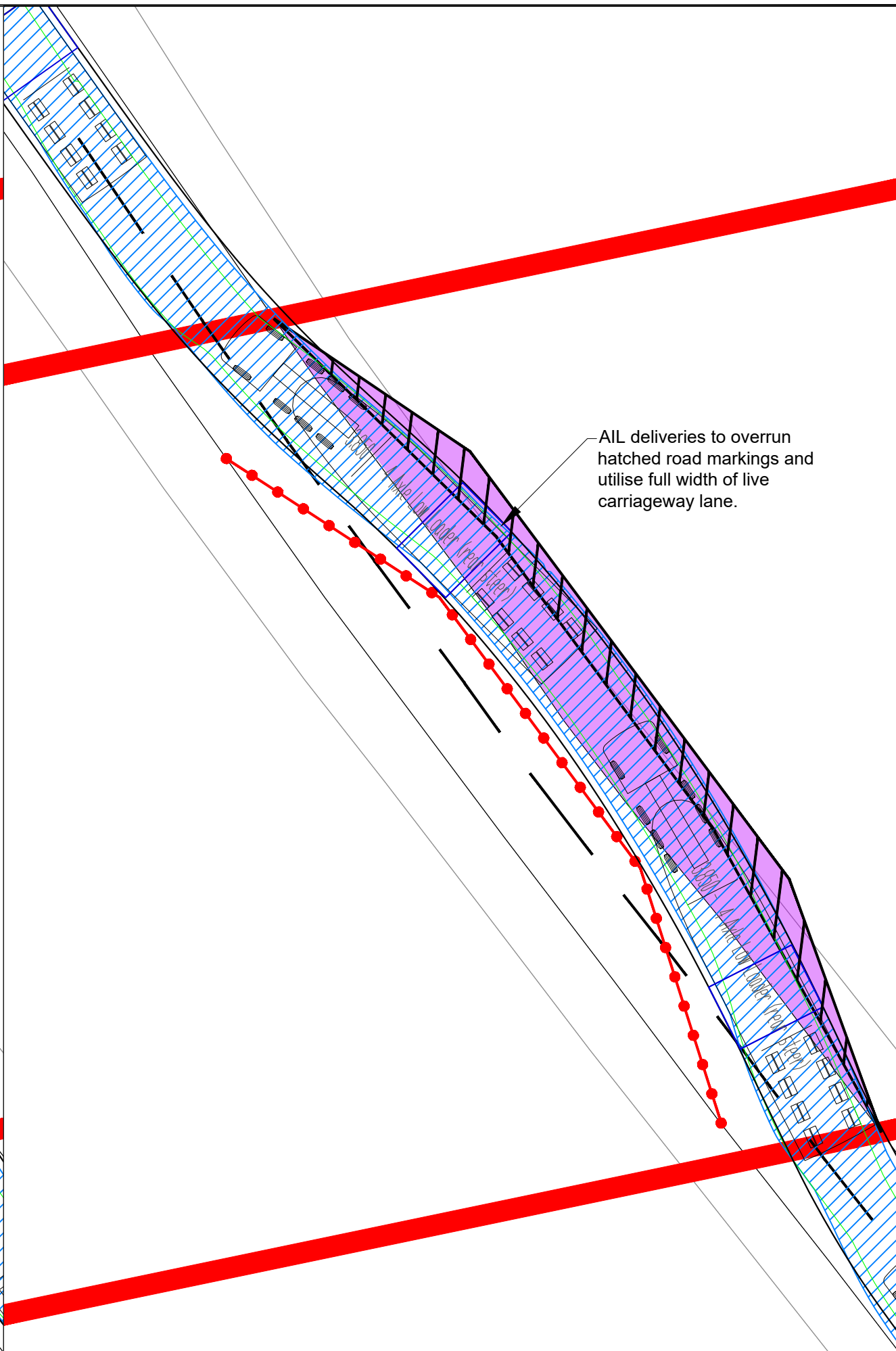
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Southbound
SCALE - 1:250

Northbound
SCALE - 1:250



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



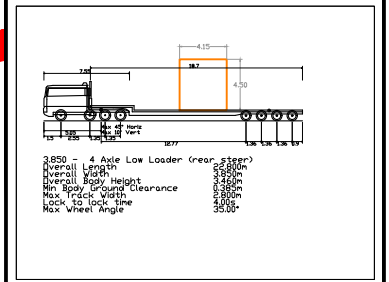
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 - Cable drum dimensions taken from Hornsea 3 Offshore Windfarm document 'Main Construction Compound Access Strategy' September 2019.
 - Typical ALL vehicle used suitable for cable drum loadings.

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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F2.0 JUN 19	Updated	RNE	ADR	ADR	
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
(NORTH EASTERN VERGE)



DRAWN	RNE	CHECKED	ADR	APPROVED	ADR
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DRAWING No.	TP-PB4476-DR038				REVISION
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