



Morecambe Offshore Windfarm: Generation Assets Development Consent Order Documents

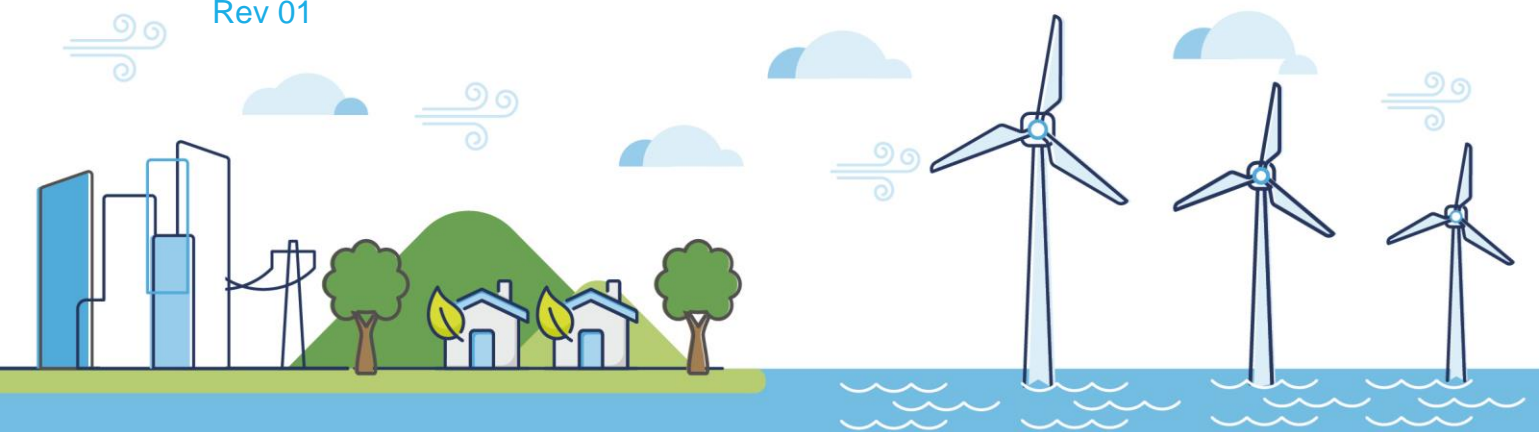
Volume 6

Outline Port Access and Transport Plan

PINS Document Reference: 6.7

APFP Regulation: 5(2)(q)

Rev 01



Document History

Doc No	MOR001-FLO-CON-ENV-PLN-0013	Rev	01
Alt Doc No	PC1165-RHD-ES-XX-RP-Z-0050		
Document Status	Approved for Use	Doc Date	May 2024
PINS Doc Ref	6.7	APFP Ref	5(2)(q)

Rev	Date	Doc Status	Originator	Reviewer	Approver	Modifications
01	May 2024	Approved for Use	Royal HaskoningDHV	Morecambe Offshore Windfarm Ltd	Morecambe Offshore Windfarm Ltd	n/a

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Glossary of Acronyms

DCO	Development Consent Order
HGV	Heavy Goods Vehicle
OSP	Offshore substation platform
PATP	Port Access and Transport Plan
TA	Transport Assessment
WTG	Wind turbine generator

Glossary of Terminology

Applicant	Morecambe Offshore Windfarm Ltd
Generation Assets (the Project)	Generation assets associated with the Morecambe Offshore Windfarm. This is infrastructure in connection with electricity production, namely the fixed foundation wind turbine generators (WTGs), inter-array cables, offshore substation platform(s) (OSP(s)) and possible platform link cables to connect OSP(s).
Inter-array cables	Cables which link the WTG(s) to each other and the OSP(s).
Offshore substation platforms	A fixed structure located within the windfarm site, containing electrical equipment to aggregate the power from the WTGs and convert it into a more suitable form for export to shore.
Platform link cable	An electrical cable which links one or more OSP(s).
Transport Assessment and Travel Plans	As defined by the Department for Levelling Up Housing and Communities as: ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
Windfarm site	The area within which the WTGs, inter-array cables, OSP(s) and platform link cables will be present.
Wind turbine generator (WTG)	A fixed structure located within the windfarm site that converts the kinetic energy of wind into electrical energy.



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1 Introduction

1.1 Project overview

1. This Outline Port Access and Transport Plan (PATP) forms part of a set of documents that supports the Development Consent Order (DCO) Application submitted by Morecambe Offshore Windfarm Ltd (the Applicant) for the Morecambe Offshore Windfarm Generation Assets (the Project).
2. The draft DCO (Document Reference 3.1) includes a requirement to confirm if a PATP is required. If required the PATP, which must be in accordance with this Outline PATP, is to be submitted to and approved by the relevant highway authority in consultation with the planning authority.

1.2 Purpose and scope

3. At the time of writing this Outline PATP, the Applicant had not identified the port(s) to be used for construction of the Project (construction port(s)), or the port(s) to be used for the ongoing operation and maintenance of the Project (operation port(s)). The designated construction port could be different from the operation port. There may be more than one construction port, although only one operation port would be designated. Given the ports are not yet identified, the Outline PATP serves to capture a framework of measures and commitments to be implemented should the need for a PATP(s) be established in consultation with the relevant planning authority for the selected construction port(s) or operation port(s).
4. The final PATP(s) would be specific to the construction port(s) and operation port(s) selected and would provide details on the construction and operation and maintenance traffic demand and related effects associated with these phases of the Project. The final PATP would include an evaluation of potential traffic and transport impacts associated with landside construction and operational movements.
5. Components delivered to the construction port(s) or operation port(s) by ship do not fall within the scope of the Outline PATP and considered as part of Shipping and Navigation assessments.

1.3 Consultation

6. The Applicant would consult with the relevant planning and highway authorities within which the construction and/or operation ports are located to establish whether, based on the projected net change in traffic flows (accounting for any extant port permissions) and infrastructure within and surrounding of the construction port(s) and operation port(s), a PATP is required.

7. Where required, the final PATP would be produced and agreed in consultation with the relevant planning and highway authorities within which the construction port(s) and operational port(s) are located.

2 Policy and guidance

8. Once the Applicant has entered into an agreement with a port for the construction phase and the operation phase of the Project, a review of the relevant policies and development plans pertinent to the jurisdiction within which the port(s) are located would be undertaken.
9. The final PATP would identify relevant local policies and guidance and demonstrate compliance or justify departure from the identified local policies and guidance.

3 Input and baseline data

10. The following sections set out the processes for determining the scale of the input and baseline data to be used in the final PATP.

3.1 Construction phase

3.1.1 Construction programme

11. Details of the proposed construction programme relative to the construction port(s) would be presented in the final PATP. The Project's port traffic demand forecast would be prepared on the basis of this information. Heavy Goods Vehicles (HGV) movements (and routeing) associated with the delivery of materials and components would also be detailed once known.

3.1.2 Construction phase workforce traffic demand

12. A review of the detailed design and construction programme would be undertaken to identify the workforce requirements at the construction port(s) over the construction phase. Information obtained from the review would be used to calculate the workforce traffic flows travelling to and from the construction port(s).
13. Details of the shift times would also be established to understand the potential distribution of workforce movements.
14. Opportunities for construction workers commuting to the construction port(s) by means other than single occupancy car trips would be established through a sustainable transport audit. This would consider pedestrian and cycle infrastructure, public transport connectivity and the propensity of workers to car-share to inform a judgement upon number of workforce vehicle movements.

3.1.3 Construction phase HGV demand

15. A review of the detailed design and construction programme would be undertaken to identify the road-based delivery schedule of materials and components from HGVs to the construction port(s) over the construction phase. Information obtained from the review would be used to calculate the HGV traffic flows travelling to and from the construction port(s).
16. Details of the predicted traffic flows (including any abnormal loads) and the timeframes within which any effects are anticipated to occur would be discussed with the relevant highway authorities.

3.2 Operation and maintenance phase

3.2.1 Operation and maintenance phase personnel traffic demand

17. A review of the Project's operational management would be undertaken to identify the personnel requirements during the operation and maintenance phase. Information obtained from the review would be used to calculate the personnel traffic flows travelling to and from the operation port.
18. Details of the shift times would also be established to understand the potential distribution of workforce movements.
19. Opportunities for operational personnel to commute to the operation port by means other than single occupancy car trips would be established through a sustainable transport audit. This would consider pedestrian and cycle infrastructure, public transport connectivity and the propensity of workers to car-share to inform a judgement upon number of vehicle movements.

3.2.2 Operation and maintenance phase HGV traffic demand

20. A review of the Project's operational management would be undertaken to identify the delivery schedule of materials and components during the operation and maintenance phase. Information obtained from the review would be used to calculate the HGV traffic flows (including any abnormal loads) travelling to and from the operational management port.
21. Details of the predicted traffic flows (including any abnormal loads) and the timeframes within which any effects are anticipated to occur would be discussed with the relevant highway authorities.

4 PATP scope

22. The input and baseline data parameters (**Section 3**) would establish the likely number of net vehicle movements (permitted development traffic for the port in question minus the Project's forecast traffic demand) to the construction and operation port(s) and their assignment to the highway network.
23. These parameters would be used to inform a PATP screening report. The PATP screening report would be submitted to the relevant highway authorities to understand if there would be a requirement for a Transport Assessment (TA), the proposed scope of the TA and any required management measures, for example this could include a Travel Plan, Construction Traffic Management Plan, etc.
24. Utilising the same parameters, a separate screening exercise would also be undertaken for noise and air quality with the relevant planning authorities to establish if there is a requirement for the assessment of the proposed operation and construction port(s) traffic demand upon these effects.
25. If screening determines that a TA, noise or air quality assessments are required the scopes would be agreed with the relevant highway and planning authorities. In determining the scope, full consideration would be afforded to impacts that may cross administration boundaries.
26. Based upon the outputs of the assessments, the scope of the PATP including governance, communications, mitigation, monitoring and enforcement would be discussed and agreed with the relevant authorities.