



DRAFT

Construction Transport Management Plan

**For a single wind turbine on land at Higher Biscovillack Farm, Greensplat,
St. Austell, PL26 8XY.**

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1. Introduction

1.1 General

This document presents a Construction Traffic Management Plan (CTMP) for a proposed single wind turbine, up to 135m to tip, on land at Higher Biscovillack Farm, Greensplat, St. Austell, PL26 8XY.

The aim of the CTMP is to set out the overarching approach to managing construction traffic and abnormal load deliveries associated with the Proposed Development. It is intended to be a working document that will be developed further and agreed with Cornwall Council prior to construction.

This report will document the travel logistics of construction traffic and turbine components from the A30 to land at Higher Biscovillack, Greensplat, St. Austell, Cornwall, PL26 8XY, providing supplementary information to support the Environmental Statement.

This CTMP will also assess the impacts associated with the construction and erection of the proposed wind turbine on land at Higher Biscovillack Farm.

During the operational stage of the proposed development, traffic to the site will be minimal. On occasion a visit to the site by maintenance personnel, using light vehicles such as a light van or a 4x4 may be required. There may be a requirement for abnormal loads to access the site during operation in the unlikely event of a repair or major component replacement, but this eventuality is not expected.

Upon decommissioning of the wind turbine, there may be further impact on road traffic during the removal of equipment and building materials from the Site.

Each Abnormal Load Movement will be planned, and the relevant authorities (including the local council, roads, and police authority) will be notified according to the requirements of the Abnormal Indivisible Loads (AIL) Roads Vehicles (Authorisation of Special Types) (General) Order 2003.

1.2 The Proposed Development

The Proposed Development is for a single wind turbine, with a maximum tip height of up to 135m, on land at Higher Biscovillack Farm, located approximately 2.8km northwest of St Austell, Cornwall. The site will be accessed off the A30 Victoria Interchange, along the A391 and Henbarrow Hill Road public roads, and accessed off Greensplat Road.

The Proposed Development includes the construction of an internal access track, crane hardstanding and turbine foundations, see plan PR4333-IFP-LP-C in Appendix G.

The proposed turbine location is shown in **Figure 1** below.

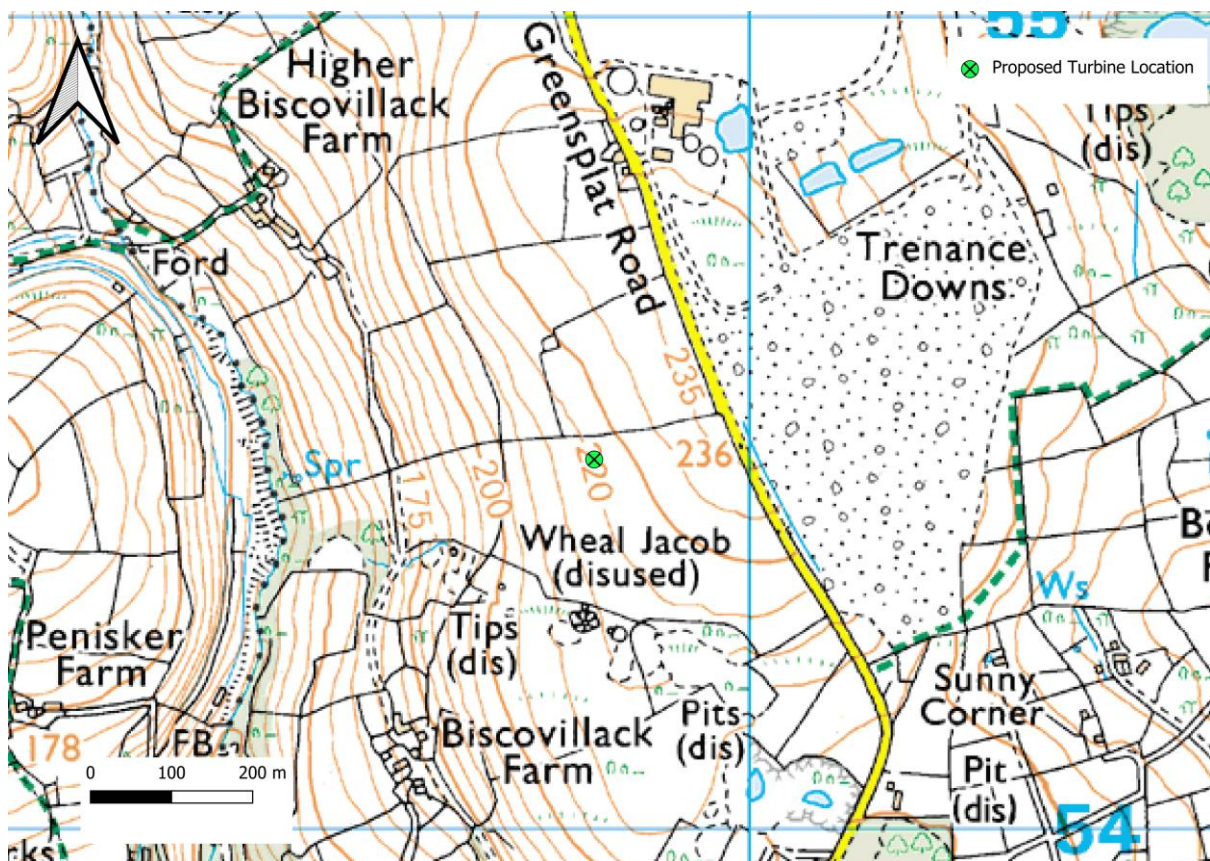


Figure 1: The Proposed Turbine Location

2. Construction Traffic

2.1 Programme

Subject to successfully securing planning permission, the Applicant intends to construct the development in an construction programme of approximately 6-9 months.

2.2 General Construction Traffic

Estimates of traffic generation of the proposed development have been calculated based on consideration of the following construction activities:

- Highway modifications to facilitate abnormal load access;
- Site establishment, compound setup and delivery of welfare facilities;
- Delivery of aggregate and construction of new on-site access tracks;
- Construction of crane hardstanding, laydown areas and auxiliary crane pads;
- Construction of turbine foundations;
- Installation of on-site electrical and communication infrastructure; and
- Reinstatement and removal of construction and welfare equipment.

Table 1 below gives a breakdown of the vehicle type and number of movements associated with each construction activity.

Table 1: Breakdown of general construction vehicle movements

Task	Vehicle Type	Frequency	HGV movements
Highway modifications	N/A	0	0
Site establishment and plant delivery	Flatbeds, low loaders, tankers	15	30
Construction of access tracks and crane hardstanding	20t stone wagons	195	390
Foundation reinforcement	Flatbed wagons	10	20
Foundation concrete	8m3 Concrete wagons	82	164
Installation of onsite electrical infrastructure	Various	10	20
Total		312	624

It is considered that this represents a prudent approach, and it is likely that following completion of an intrusive ground investigation, identification of suitable borrow pit

locations will significantly reduce the number of vehicle movements. Planning permission for any borrow pits will be sought by way of a separate application.

2.3 Turbine Installation

The turbine components: generators, nacelles, hubs, turbine blades and tower sections will contribute to an estimated 28 HGV movements. The longest component will be the turbine blade at a maximum of 57.5m in length.

A crane is required for the installation of the turbine, and whilst this is not categorised as an abnormal load, its movement is considered as part of the turbine delivery sequence.

Table 2 below gives a breakdown of the proposed turbine component delivery vehicles and crane movements.

Table 2: Breakdown of turbine component deliveries

Turbine Equipment		
Component	Frequency	HGV Movements
Steel Tower Anchors	1	2
Main Crane	1	2
Support Crane	1	2
Support Vehicle	2	4
Converters/Cabinets/Accessories	1	2
Turbine Components		
Generators	1	2
Nacelles/Hubs/Small Parts	1	2
Turbine Blades	3	6
Tower Sections	3	6
Total	14	28

2.4 Construction Programme

Using the above information, an indicative construction programme has been calculated and presented as a number of deliveries per month in **Table 3** below.

Table 3: Approximate construction programme

Construction Programme - HGV Monthly Breakdown										
Phase	Month									Total
	1	2	3	4	5	6	7	8	9	
Site establishment, plant, fuel	15	10	5							30
Access track		130	130							260
Crane Hardstanding			65	65						130
Turbine Foundations				82	82					164
Electrical Installation						20				20
Turbine Installation						28				28
Total	15	140	200	147	82	48				632

3. Dimensions and Weights of Turbine Components

Table 4 below gives a breakdown of the proposed turbine component dimensions.

Table 4: Turbine Component Dimensions

Turbine 135m Tip Height, 76.5m Hub Height					
Building Block Section	Quantity	Length (m)	Width (m)	Height (m)	Maximum Weight (kg)
Tower Foundation Section	1	4.30	4.30	1.80	20,000
Tower Section 1	1	12.14	4.30	4.30	65,000
Tower Section 2	1	16.83	4.30	4.30	63,000
Tower Section 3	1	20.95	4.30	4.30	59,000
Tower Section 4	1	18.59	3.26	3.26	35,000
Nacelle	1	8.11	4.31	3.92	37,300

Generator Group Variant 1	1	5.50	5.20	3.40	100,000
Generator Group Variant 2	1	4.00	4.00	3.00	32,000
		5.50	5.20	3.00	68,000
Blades	3	57.5	4.32	3.12	23,500
Rotor Unit	3	4.72	5.34	4.00	45,000
	Among the converter, other small parts, components and tools will have to be packaged and transported to the site. These will likely all be loaded onto one HGV				

4. Transport Routes

4.1 General Construction Traffic

The route of general construction traffic will depend on the location from which materials are sourced, however it is anticipated that all material deliveries will arrive via A30 and A391. Construction deliveries will be restricted to these routes where practical and suppliers will be briefed accordingly.

The use of minor and unclassified roads will be avoided.

4.2 Abnormal Loads

Abnormal Indivisible Loads (AIL) will arrive the A30 westbound, the route will take the first exit at Victoria Interchange and take the first exit at the roundabout to join the A391.

- The route will continue on the road and cross straight over the first roundabout, and again, straight over for the second roundabout.
- On the third roundabout, the third exit is used to access Hensbarrow Hill Rd.
- Continuing down Hensbarrow Hill Rd until a left-hand turn is made to Greensplat Rd.
- Continuing left on Greensplat Rd. until turning right onto site.

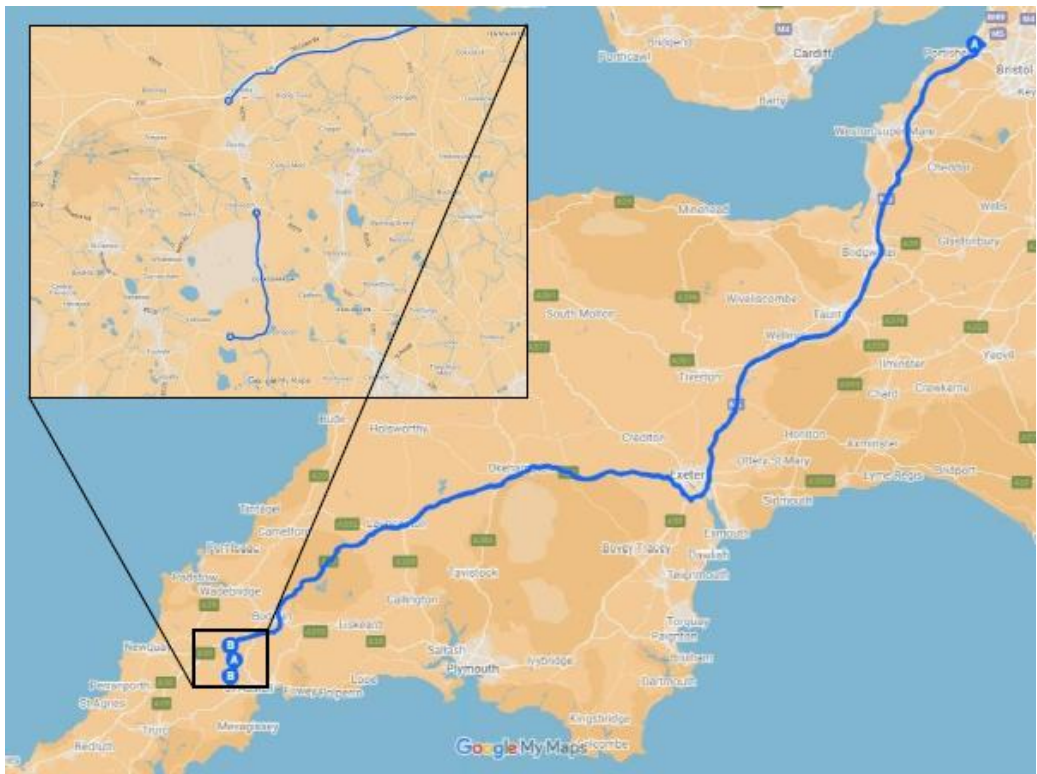


Figure 2: The Proposed Route

4.3 Swept Path Analysis

Swept path analysis has been conducted for a number of points of interest (POI) on the abnormal load transport route. These are summarised in **Table 5** below and shown within **Appendix A, B, C, D, E, F and G** as prepared by Pell Frischmann.

Table 5: Pinch-point Description and Mitigation Measures

POI Ref	Location	Assessment Outcome	Mitigation
POI6	A30 / A391 Roundabout	Requires oversail on highways land surrounding the roundabout.	

POI7	A391 / B3274 Roundabout	Requirement to oversail land on inside and offside of corner. Street furniture to be removed and vegetation to be trimmed.	Landowner access right for oversail and vegetation trimming. Street furniture to be removed.
POI8	A391 / Tregoss Rd / Harmony Rd Roundabout	Requirement to oversail land on inside and offside of corner. Street furniture to be removed and vegetation to be trimmed.	Landowner access right for oversail and vegetation trimming. Street furniture to be removed.
POI9	A391 / Hensbarrow Hill Rd Roundabout	Loads will navigate roundabout in a counterflow manner and oversail inside and offside of corner. Street furniture to be removed and vegetation to be trimmed.	Landowner access right for oversail and vegetation trimming. Street furniture to be removed.

4.4 Site Entrance

The existing entrance to the Higher Biscovillack wind turbine site off Greensplat Road will be widened to accommodate the longer blades.

Horizontal visibility splays for the site entrance are presented in **Appendix G** of this CTMP as well as **Appendix B** of the Environmental Statement in **PR3623-IFP-ENTP-C**. A Y-distance of 215m either side of the site entrance has been considered in the absence of a 7-day traffic speed survey. Visibility splay drawings show that 215m of visibility is available in either direction.

5. Mitigation Measures

There are several traffic management measures proposed to minimise the effect of general construction traffic on the road network. Many of these measures can also be applied to the movement of abnormal loads. The measures are described in the below section.

5.1 Measures to Minimise Volume of Imported and Exported material

Following receipt of planning approval, a full site investigation will be conducted, including exploration for suitable material for use on access tracks and crane hardstanding. Using site material would significantly reduce the number of vehicle movements required for imported stone.

Geogrids will be used to minimise road and hardstanding thicknesses, thus reducing the overall requirement for imported material.

Excavated material will be reused and landscaped on site following construction.

5.2 Measures to Reduce Dust and Debris

Works will be planned such that there is no requirement for vehicles used for travel on the public road network to drive over unsealed ground, thus reducing the potential for the deposition of stones, mud and dust beyond the site boundary. Further mitigation measures will be implemented as follows:

- On site wheel washing facilities located near the site entrance to remove dirt and mud from the wheels of delivery vehicles
- As far as reasonably practicable, HGVs carrying aggregate to and from site will be covered during transport
- Mechanical road sweeping will be carried out as necessary to remove mud and debris from the surface of the local road network
- An onsite drainage system will prevent runoff from newly constructed access tracks and hardstanding from reaching the local road network

5.3 Traffic Signage and Markings

Temporary construction site signage will be positioned on the local road network on the approach to the Proposed Development site to direct construction traffic and warn road users of construction activities and associated construction vehicles. The exact nature and

location of the signage will be agreed with Cornwall Council prior to construction activity on site.

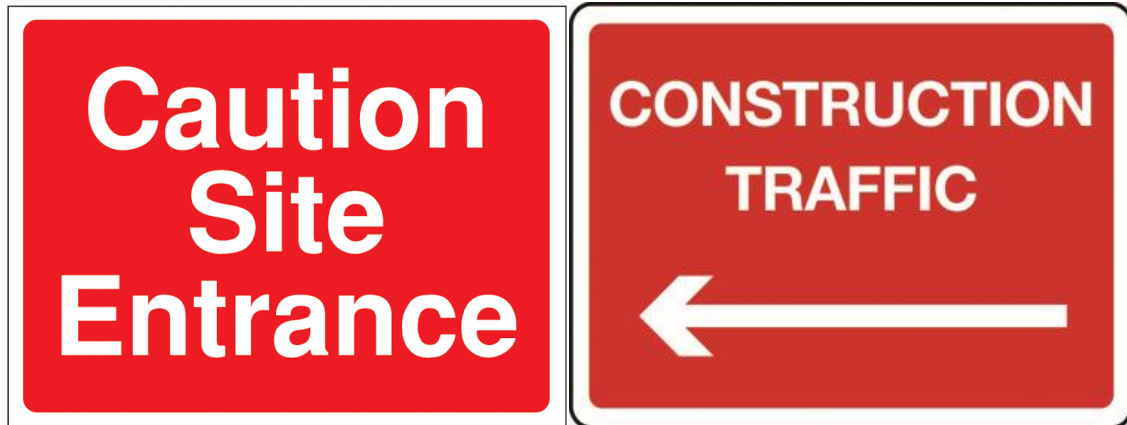


Figure 3: Examples of construction traffic signage

5.4 Working Hours

The proposed working hours during the construction phase of the development are 0730 - 1800 hours. Although out of hours (1800 - 0730) working will not be normally required, certain works may have to be undertaken during this period.

Abnormal load deliveries will be scheduled outside of peak travel hours to minimise disruption to other road users.

5.5 Contractor Parking

During the busiest points of construction, expected during the concreting phases, it is anticipated the number of contractors is unlikely to exceed thirty individuals. Contractor parking will be entirely on site within the construction compound. Parking beyond the site boundary, on the local road network, will be prohibited.

5.6 Notifications to Local Authorities and Police Forces.

The appointed haulage contractor will be responsible for obtaining the required permits and publicising the details of abnormal load movements in line with the minimum required notice period as stated in the regulations for construction and use and the Road Vehicles (Authorisation of Special Types) (General) Order 2003 for indivisible loads.

5.7 Measures to minimise the requirement for road modifications

Superwing Carrier blade trailers will be used, with a wheelbase and platform height that can be modified during transport, which will reduce the requirement for corner modifications and the removal of low-level street furniture.

6. Conclusion

This report documents the travel logistics of construction traffic and turbine components from A30 unto Victoria Interchange, along the B3274 leading to the land at Higher Biscovillack Farm, Greensplat, St. Austell, PL26 8XY, providing supplementary information to support the Planning Statement.

The route of general construction traffic will depend on the location from which materials are sourced, however it is anticipated that most material deliveries will arrive via the A30 and B3274.

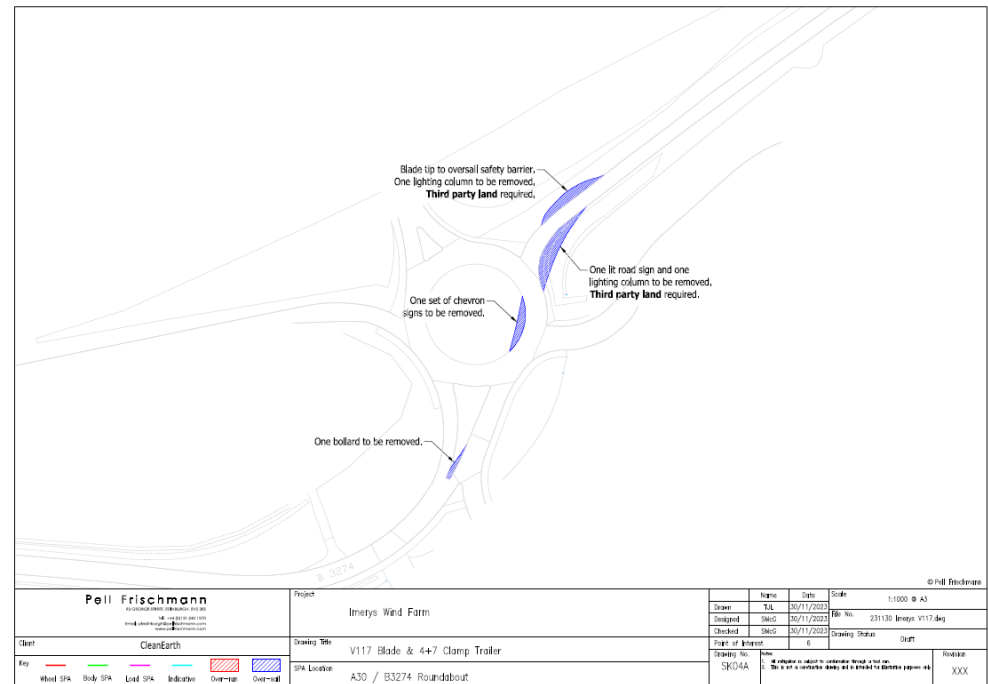
The turbine components: generators, nacelles, hubs, turbine blades and tower sections will contribute to an estimated 28 HGV movements.

Consideration of adequate visibility splays have been provided, as well as the proposition of the required signage and traffic management procedures to ensure any potential impact to existing road users is minimised.

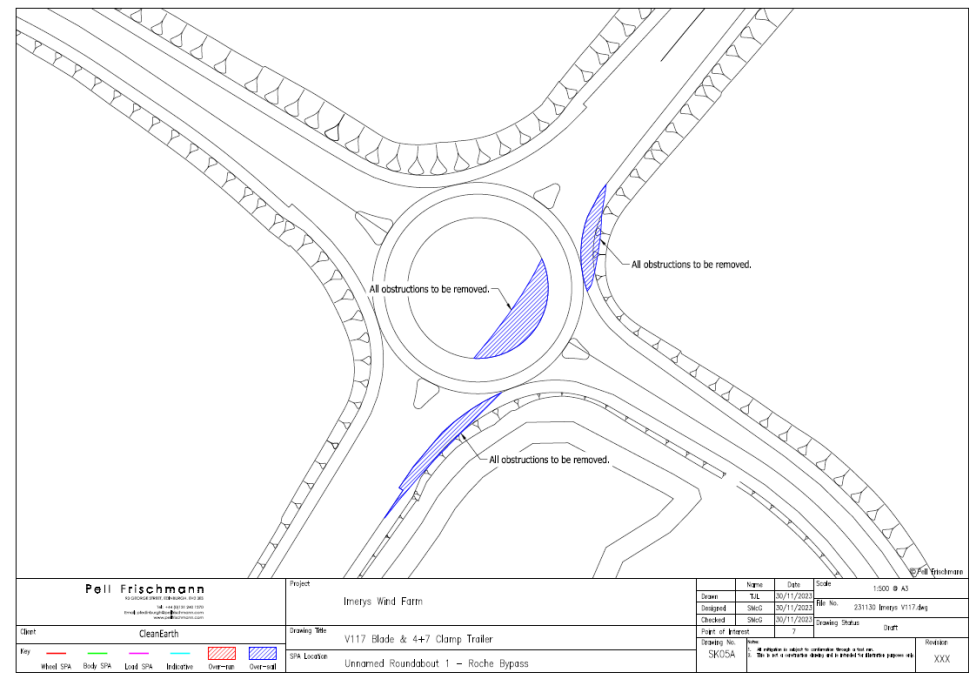
On the basis of the above, it is not deemed that the potential impact relating to construction traffic over the construction period would be significant. Any major impacts would be of short duration, for example during abnormal load movements.

7. Appendix

APPENDIX A: Swept Path Analysis (SPA) - POI 6



APPENDIX B: Swept Path Analysis (SPA) - POI 7



The site plan shows a four-way roundabout with a central island. Three areas are highlighted with blue hatching and labeled 'All obstructions to be removed.': a semi-circular area on the left side of the roundabout, a triangular area on the top right, and a small triangular area on the bottom right. The plan also shows surrounding roads, footpaths, and vegetation.

Legend:

- Red line: Mixed SPA
- Green line: Dry SPA
- Purple line: Low SPA
- Blue line: Inhabitation
- Red hatched box: Over-ride
- Blue hatched box: Over-ride

Project Information:

Client: **CleanEarth**

Project: **Imetys Weid Farm**

Drawing Title: **V117 Blade & 4+7 Clamp Trailer**

SPA Location: **Unnamed Roundabout 2 - Roche Bypass**

Revision Table:

Drawn	Name	Date	Scale	1:200 @ A3
Designed	SKG	30/11/2013	File No.	231130 Imetys V117.dwg
Checked	SKG	30/11/2013	Drawing Status	Draft
Print of Interest		6		

Notes:

1. All obstructions to be removed are indicated by blue hatching.
2. This is not a complete site plan. It is intended for reference purposes only.

Revision: XXXX

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[illegible]

APPENDIX E: SITE PLAN

