



Transport Management Plan

July 2021



Proposed Wind Turbine Kenfig Industrial Estate Kenfig Hill



 **infinite**
RENEWABLES WIND TURBINES SOLAR PV ENERGY CENTRES BATTERY STORAGE GROUP

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Revision History

Issue 1	19 th July 2021	

0601-1 Transport Management Plan.docx

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1 Introduction

- 1.1 Acstro has been appointed by Infinite Renewables Ltd. to prepare a Transport Management Plan (TMP) with respect to the construction of a wind turbine at Kenfig Industrial Estate, Kenfig Hill. The general location of the turbine is shown in Figure 1 below.

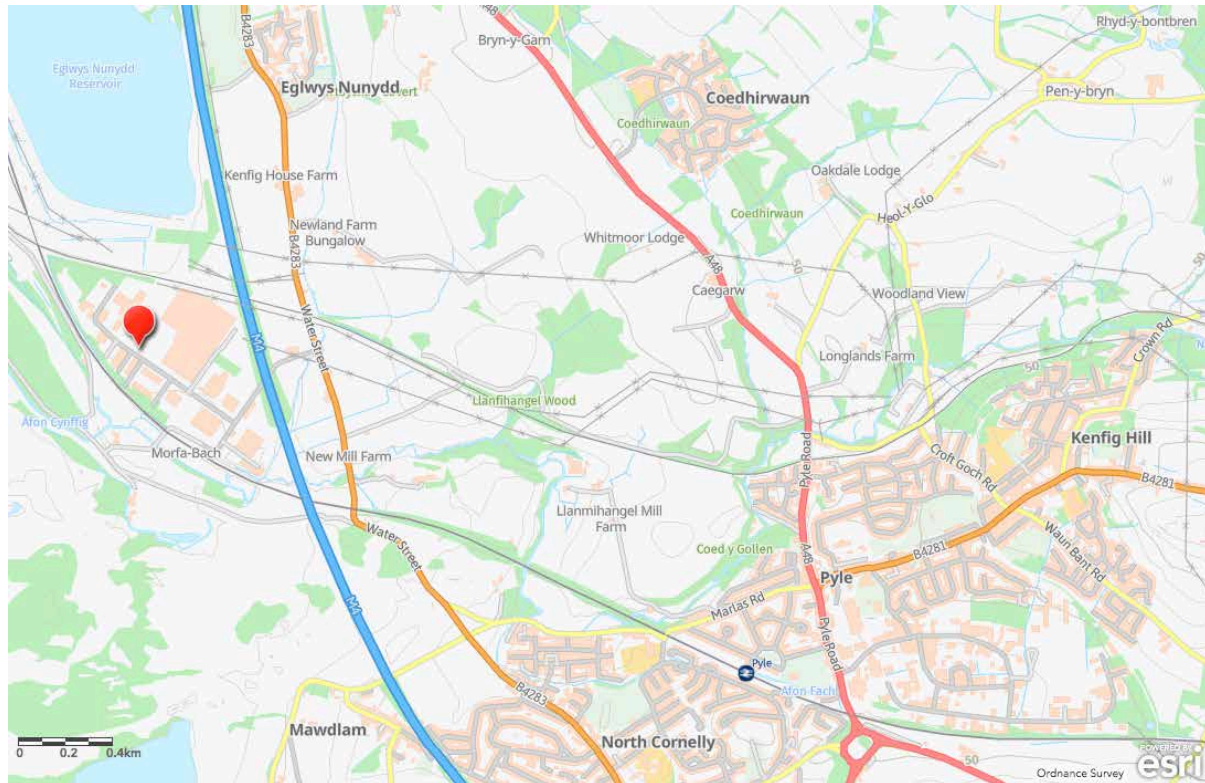


Figure 1 Location Plan

- 1.2 The scope and content of this document is dictated by Welsh Government advice (24/4/2012) on the aspects that should be covered by TMP's associated with wind turbine developments in Wales. They are:

Introduction - background; number of turbines; scope of TMP

Context - relevant policy framework; legislative context for abnormal load movements; relevant studies relating to TMP proposals; other proposed wind farm developments that may be using a similar access route

Description of Route - Detailed description of the access route from the port of entry to the site, identifying road types and characteristics; anticipated background traffic flows on the network, including other proposed developments such as other wind farms; plans showing the extent of the route; consideration of alternative modes of transport.

Convoy Size - number and sizes/details of loads; possible convoy composition including private and police escorts (to be agreed with the police).

Traffic Management - methodology for moving convoys whilst minimising delay to

other traffic; outline design and location of holding areas, including passing places and overnight/longer term layover areas; plans showing points where the police may need to hold other traffic to enable the convoys to pass, such as at junctions or bends; contingency plans in the event of incidents or emergencies

Delivery Times - estimated journey durations based on assumed convoy speeds, including timings for traffic sensitive locations, delays to negotiate constraints and assumed arrival/departure times at residential communities; forecast queues of other traffic in both directions along the route, based on background traffic flow data; consideration of turbine deliveries to other wind farms proposing to use similar routes

Highway Works - location, nature and details of all potential horizontal and vertical constraints such as junctions, bends and steep gradients; swept path analysis of horizontal constraints, based on topographical survey data at bridges and critical constraints; outline design of proposed permanent improvement works to address the constraints, such as bend widening, junction modification or changes to vertical alignment, ideally to enable movement of the convoys without the use of manual rear wheel steer; plans showing all improvement works in relation to the highway boundary; cross sections and long sections of any works beyond the highway boundary

Structures - carriageway width at all highway structures; headroom at all over bridges, supplemented by vertical swept path analysis and topographical survey where required; indication of assumed axle/vehicle loading; proposals for assessing the impact on highway affected by loads; identification of listed structures

Trial Runs - documented trial run information, mimicking the movement of the longest and widest anticipated loads, witnessed/observed by the relevant highway authorities and police and recorded with full video coverage

Public Awareness - proposals for consultation with and notification to the travelling public and local communities

Environmental Impact - all physical works and operation along the extent of the transport route to be considered as part of the environmental assessment of the development

General Construction Traffic - details of all non-abnormal loads forecast to travel to and from the site; route choice or different types of load throughout the construction programme; anticipated times of movement through traffic sensitive and/or residential areas; cumulative impact associated with other proposed developments such as wind farms using the same access route.

Consultees for TMP - list to include all affected highway authorities and police forces.

2 Context

Legislative Context for Abnormal Indivisible Loads

2.1 All movements of abnormal loads shall be in accordance with the following legislation:

- *Abnormal Indivisible Loads is Part II of the Road Traffic Act 1988*
- *Road Vehicle (Construction & Use) Regulations 1986*
- *Road Vehicle (Authorisation of Special Types) (General) Order 2003 (the latter commonly referred to as S.T.G.O.)*

2.2 An “abnormal indivisible load” is defined in The Road Vehicles (Authorisation of Special Types) (General) Order 2003 as

- *“a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that –*
 - *On account of its length or width, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with Part 2 of The Construction and Use Regulations; or*
 - *On account of its weight, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with-*
 - *Authorised Weight Regulations (or, if those Regulations do not apply, the equivalent provisions in Part 4 of the Construction and Use Regulations); and*
 - *Part 2 of the Construction and Use Regulations.”*

2.3 Notifications for abnormal indivisible loads are required where loads or vehicles exceed maximum gross vehicle weight or dimension limits in any of the following ways:

- *a gross vehicle weight of more than 80,000kg*
- *a width exceeding 3m*
- *a length exceeding 18.75m*

2.4 Each load requires at least 2 clear days’ notice to the relevant police and highway authorities. The haulier must also indemnify each highway authority against any damage caused to any road, bridge or other structure.

Guidance on the Movement of Abnormal Indivisible Loads (March 2010)

- 2.5 This guidance has been issued by the Association of Chief Police Officer of England, Wales & Northern Ireland and sets the general rules for escorting abnormal loads on British highways. This purpose of this document is to assist individual Constabularies concerning the movement abnormal loads.
- 2.6 Section 2.14 of the Guidance states that:
- “An escort or escort vehicle is not defined in legislation and there is no legal requirement for any abnormal loads to be escorted. There is however a requirement for loads of certain dimensions to have an attendant...”*
- 2.7 Section 2.16 lists the recommended dimensions of escorted vehicles as follows:
- Motorways:
- Width over 4.6m wide
 - Weight over 130 tonnes
 - Length no overall policy (load, route and dimensions considered)
- All other roads:
- Width over 4.1m wide
 - Weight over 100 tonnes
 - Length over 27.4 rigid length
- 2.8 These dimensions are a general rule and forces retain the right to vary them as considered necessary. The appointed haulier will therefore, confirm the above with all relevant Police Constabularies.
- 2.9 The document goes on, stating that
- “The police and Highway Authority encourage hauliers to use self or private escorts. Police escorts will only be supplied if specifically requested and payment for the services will be required [...] A minimum of 8 days notice will be required for the arrangement of a police escort.”*

3 Description of Route

Point of Entry to the UK

- 3.1 The turbine components will be imported to the UK from mainland Europe by sea. The precise UK port that will be used is not known at this stage but will be located on England's southern or eastern coast, for example Southampton or Harwich. The ports chosen will be experienced at handling wind turbine deliveries and consequently will have adequate transport links that will allow the turbine components to continue by road onto the strategic highway network.

AIL Route Description

- 3.2 It is envisaged that the turbine components will enter Wales via the M4. The delivery route will continue west along the motorway as far as either junction 37 or 38 of the M4. This is a two and three lane dual carriageway suitable for AIL movements.
- 3.3 We are aware that the River Usk Bridge on the M4 at Newport is currently being managed to an 80T limit. Any AIL deliveries that exceed this and will need to use the specified River Usk Diversion.
- 3.4 There are two possible routes to the site from the M4 and these are shown in drawing 0601-001-A (Appendix 1). Access route 1 is via junction 38 (Margam), A48 and B4283. Access route 2 is via junction 37 (North Cornelly), A4229 and the B4283.

Appendix 1 Access Routes

- 3.5 The B4238 passes beneath two railway bridges. For the purpose of this assessment 'bridge 1' and 'bridge 2' refers to the bridges to the north and south of the B4238 / Kenfig Industrial Estate junction respectively. Access route 1 passes under bridge 1. The carriageway beneath this bridge has been lowered to increase headroom. The lowering of the road required that the carriageway be narrowed to a single lane (4m wide) so as not to undermine the bridge abutments. The restricted carriageway width determines that the wider loads associated with the turbine component deliveries will not be able to use access route 1.



Bridge 1



Bridge 2

- 3.6 The cross sections of both bridges 1 and 2 and the envelope of delivery vehicles and their loads are included as Appendix 2.

Appendix 2 Bridge Cross Sections

4 Convoy Details

- 4.1 During the construction phase, with the exception of the turbine elements, the majority of traffic is normal construction plant and will include grading tractors, excavators, cranes, forklifts and dumper trucks. Most will arrive on site on low loader transporters.
- 4.2 The turbine elements will arrive on specialist transport vehicles and are described separately. To allow the turbines to be erected, a large scale self-propelled crane and supporting ballast vehicle would travel to the site.
- 4.3 The proposed wind turbine is to have a 65m tower that will be constructed from several sections, the largest being approximately 22m. The turbine will have a 70m rotor diameter (34m long blades).
- 4.4 Swept path analysis of access routes has been undertaken. The largest component/vehicle is anticipated to be associated with the delivery of the turbine blades (35m long). The dimensions of the vehicle model used within the swept path analysis are shown in Figure 3. The blade deliveries will not be wide loads and therefore won't be restricted from using Route 1 by the constrained width beneath Bridge 1.
- 4.5 Swept path analysis of a wider load (generator) along Route 2 has also been undertaken.
- 4.6 This report contains swept path diagrams that illustrate the minimum requirements at identified 'pinch points' based on 'Automatic' steering of tractor/trailer combinations. In reality the trailers used for the delivery of long abnormal loads have the facility to be manually steered from the rear of the trailer when required to do so. The swept paths presented within this report are considered to be robust as they can be improved upon by manually steering the rear trailer.

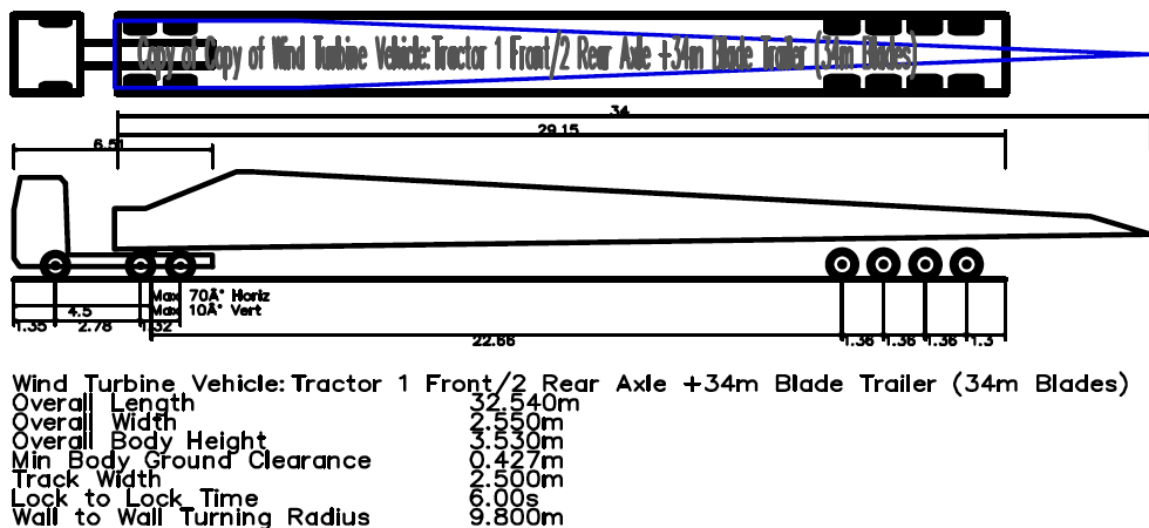
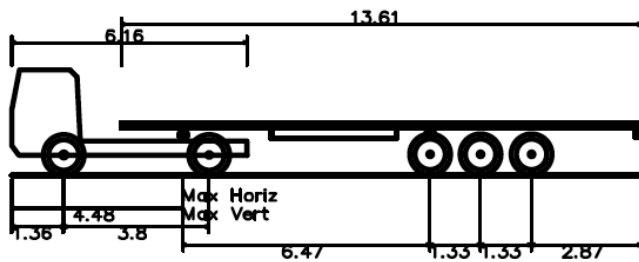


Figure 2 Swept Path Analysis Vehicle Templates – Blade Delivery



FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	2.749m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Curb to Curb Turning Radius	6.550m

Figure 3 Swept Path Analysis Vehicle Templates – Generator Delivery

5 Traffic Management & Identified Constraints

- 5.1 It is considered that the AIL convoys will be able to travel along the M4 to junction 37 or 38 without any issues. There are then a choice of two routes; route 1 via junction 38 and Route 2 via Junction 37.
- 5.2 Access route 1 is the least urban option and therefore is preferable in that the potential for impact on residents and sensitive receptors is minimized. However the carriageway width beneath 'Bridge 1' is 4m wide and is therefore unsuitable for wide loads, e.g. generator.
- 5.3 Route 2 will therefore be used for wide loads but all other AIL's travel along route 1.

Access Route 1

- 5.4 Access route 1 is via junction 38 (Margam), A48 and B4283 and passes beneath the restricted carriageway width bridge located immediately north of the junction for Kenfig Industrial Estate.
- 5.5 On leaving the M4 at junction 38 the highway alignment and dimensions become more restrictive and have been considered in detail. There are a number of pinch points where swept path analysis (for a blade delivery vehicle) has been undertaken:

- *The A48 / B4238 junction (see drawing 0601-002-B)*
- *The B4238 / Kenfig Industrial Estate junction (see drawing 0601-003-B)*
- *The junction within the Kenfig Industrial Estate (see drawing 0601-004-B)*
- *The site access (see drawing 0601-005-B)*

5.6 Swept Path drawings are included as Appendix 3.

Appendix 3 Swept Path Analysis – Blade Delivery

- 5.7 No problems have been identified as the vehicle turns onto the B4238 from the A48 and as it then turns from the B4238 to the Kenfig Industrial Estate.
- 5.8 The software predicts that the vehicle and load will oversail the footway/verge as the vehicle turns at the junction within the Industrial Estate (drawing 0601-004-B) and turns at the site's access (drawing 0601-005-B). There are no obstructions (e.g. road signs, lighting columns etc.) within these areas.

Access Route 2

- 5.9 Access route 2 is via junction 37 (North Cornelly), A4229 and the B4283 and will be used for the delivery of the generator. The 5.7m diameter generator is delivered horizontal on a standard flat-bed articulated lorry.
- 5.10 On leaving the M4 at junction 37 the highway alignment and dimensions become more restrictive and have been considered in detail. There are a number of pinch points where swept path analysis has been undertaken:
- *The M4 Junction 37 Off-slip (see drawing 0601-011-A)*
 - *The turn at the A4229 / A48 roundabout (see drawing 0601-006-A)*
 - *The School Terrace / Porthcawl Road (B4238) junction (see drawing 0601-007-A)*
 - *Beneath 'Bridge 2' (see drawing 0601-008-A)*
 - *The junction within the Kenfig Industrial Estate (see drawing 0601-009-A)*
 - *The site access (see drawing 0601-010-A)*

5.11 Swept Path drawings are included as Appendix 4.

Appendix 4 Swept Path Analysis – Generator Delivery

- 5.12 The swept path analysis drawings demonstrate that the generator can be successfully delivered along this route.

- 5.13 At junction 37 the wide load can successfully negotiate the turn from the off-slip road to the A4229 (see drawing 0601-011-A in Appendix 4). The envelope of the vehicle and its load is contained entirely within the extent of the carriageway and so will not be obstructed by roadside traffic signs. There is a footbridge that crosses over the path of the vehicle. The maximum height of the vehicle configuration transporting the generator load is approximately 4.2m and will comfortably pass beneath the footbridge.
- 5.14 Near its junction with Mawdlam Way the B4283 is known as Heol Fach and at this location there are two pedestrian crossing points where central refuges are highlighted by beacons. On the near side of the road there are lighting columns. A topographic survey is needed to confirm that there is sufficient room between the nearside lighting columns and the pedestrian refuge beacon to accommodate the wide load. If not, the pedestrian refuge beacon will need to be removed and replaced following the completion of the delivery. This is a relatively minor issue and does not impact on the viability of this delivery route.



Pedestrian Refuge Beacon & Lighting Column at B4238 / Mawdlam Way Junction

- 5.15 The width of the load will take up much of the available carriageway width. The haulier will ensure that suitable traffic management measures are agreed with the Highway Authority and Police.

Decommissioning Phase

- 5.16 The decommissioning phase of the wind turbines will comprise the same operations used during the construction phase.

6 Delivery Times

- 6.1 In consultation with the highway authorities and police, convoy journeys will avoid sensitive peak times in order to minimise disruption to other traffic. Movement Notification Notices will be provided to Police and Highway Authorities in due course.

7 Highway Works

- 7.1 It is not necessary to carry out any highway works to accommodate the AIL's.

8 Structures

- 8.1 The maximum axle weight associated with any of the convoy vehicles is approximately 11t (associated with the generator delivery and the hub/nacelle delivery). No structures along the convoy route have been identified where this load cannot be accommodated.
- 8.2 There is a width restriction of 4m at Bridge 1 that dictates that any loads wider than this will need to use Route 2.
- 8.3 The maximum height of any of the convoy vehicles will be approximately 4.6m (associated with the tower section delivery). No overhead structures along the convoy route have been identified where this load cannot be accommodated.

9 Trial Run

- 9.1 No significant areas of concern have been identified and a trial run is not considered necessary.

10 Public Awareness

- 10.1 As part of the process, police, emergency and other applicable services will be consulted. Occupiers of the Industrial Estate will be notified of the planned AIL schedule by local signing and by letter.

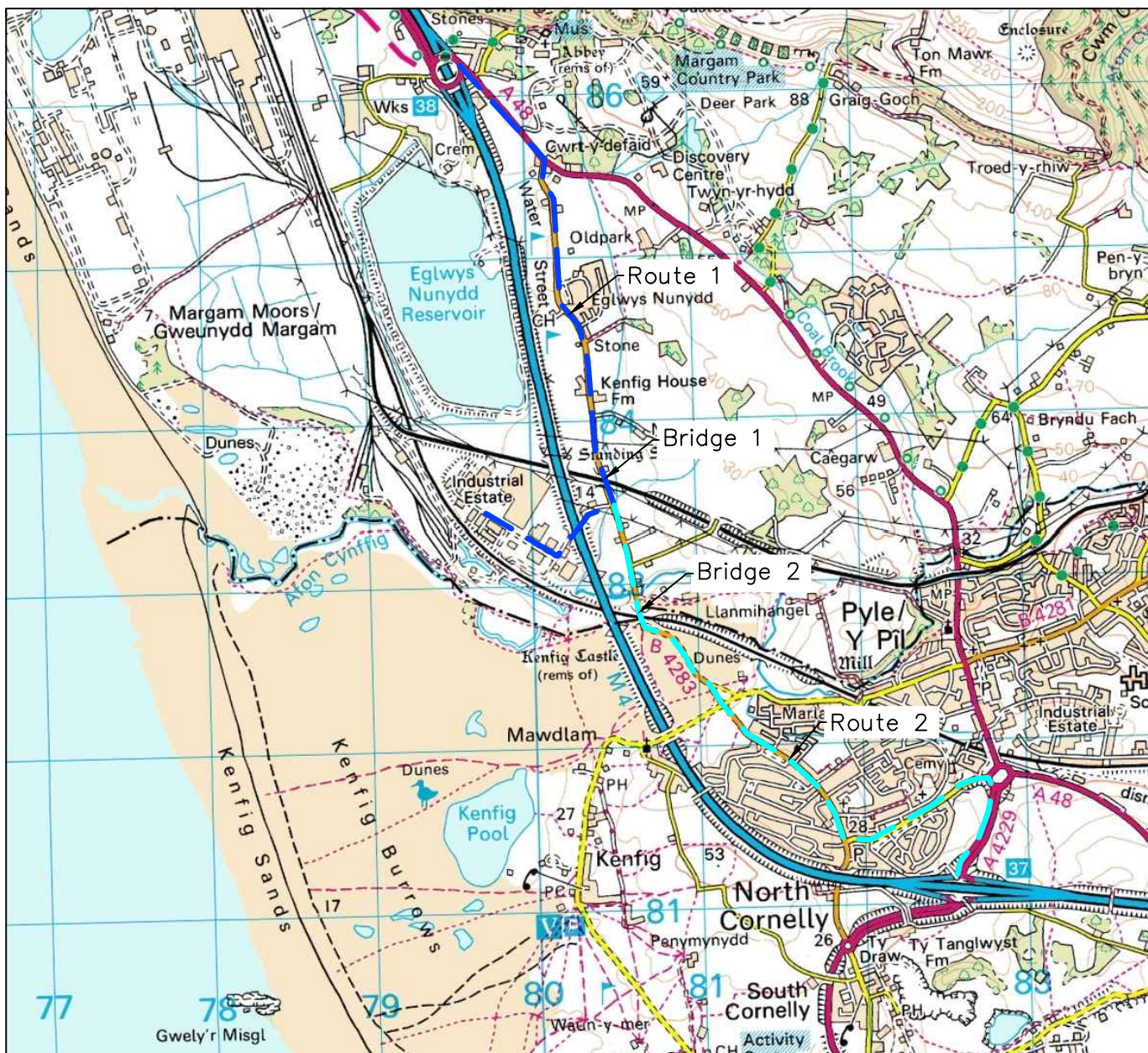
11 Environmental Impact

- 11.1 Due to the scale of the development it is considered that the environmental impact associated with the traffic generated during the construction and operational phase will be insignificant.

12 Consultees

- 12.1 The following bodies Will be consulted fully prior to the movement of the AIL's:
- Welsh Government & South Wales Trunk Road Agents;
 - Bridgend County Borough Council
 - South Wales Police

Appendix 1 Access Routes



A	First Issue	20-09-13

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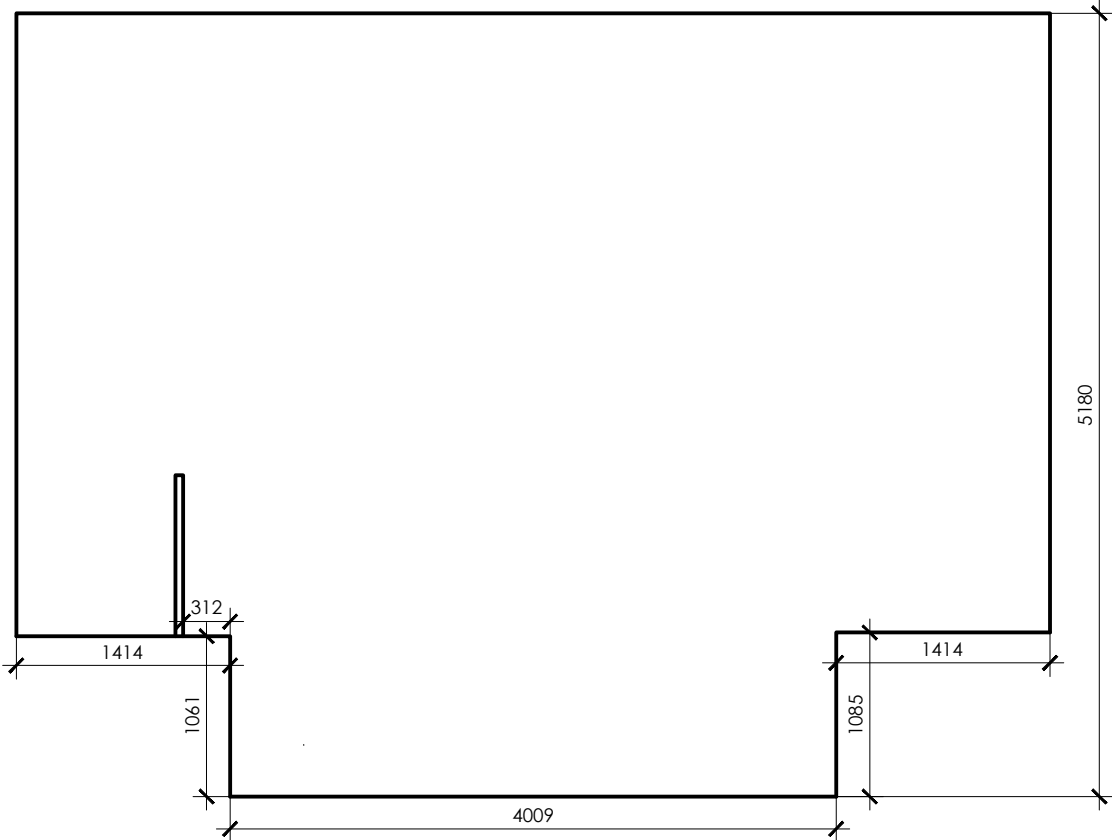
KENFIG INDUSTRIAL ESTATE

ACCESS ROUTE OPTIONS

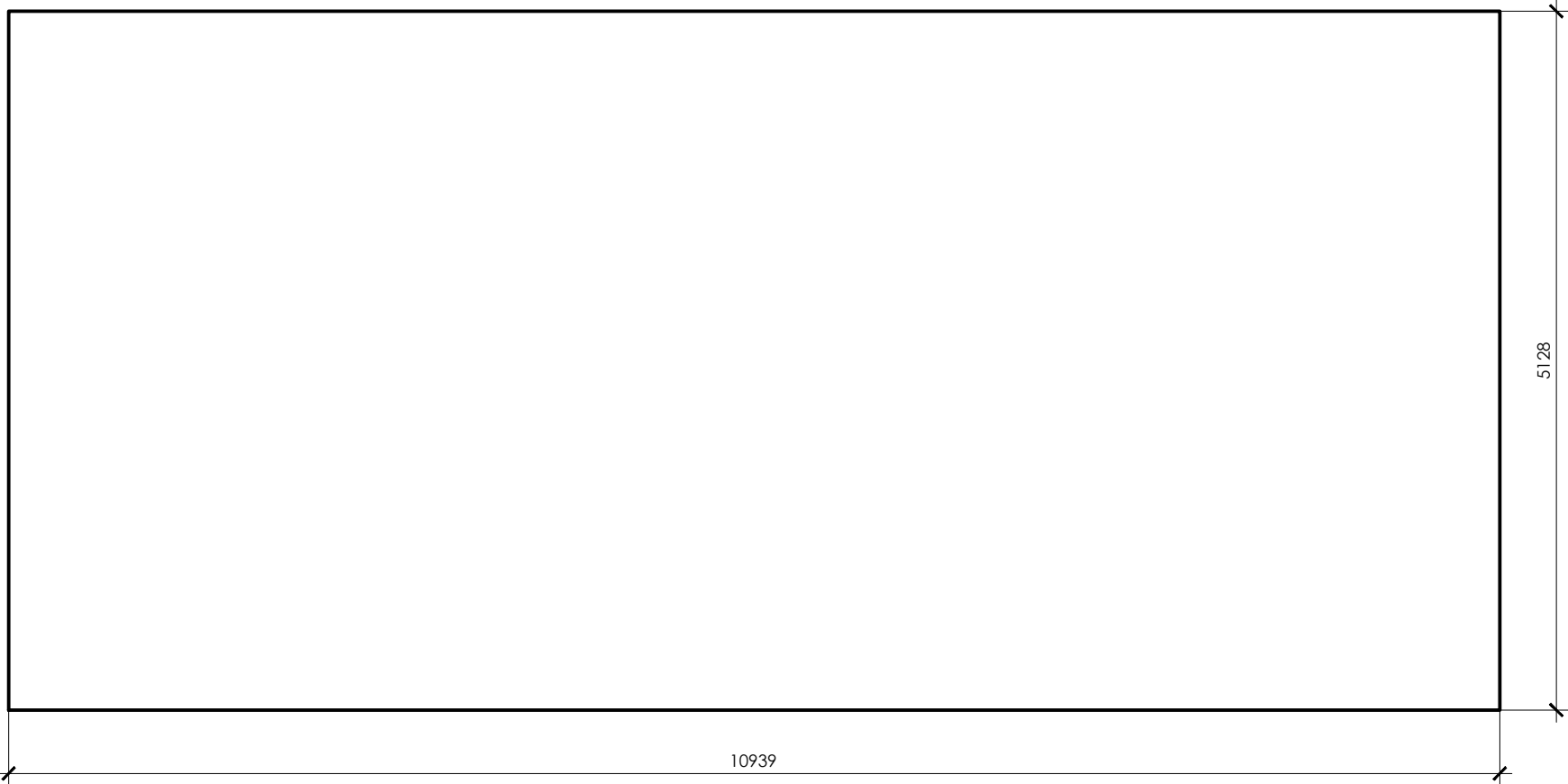
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Appendix 2 Bridge Cross Sections

Bridge 1

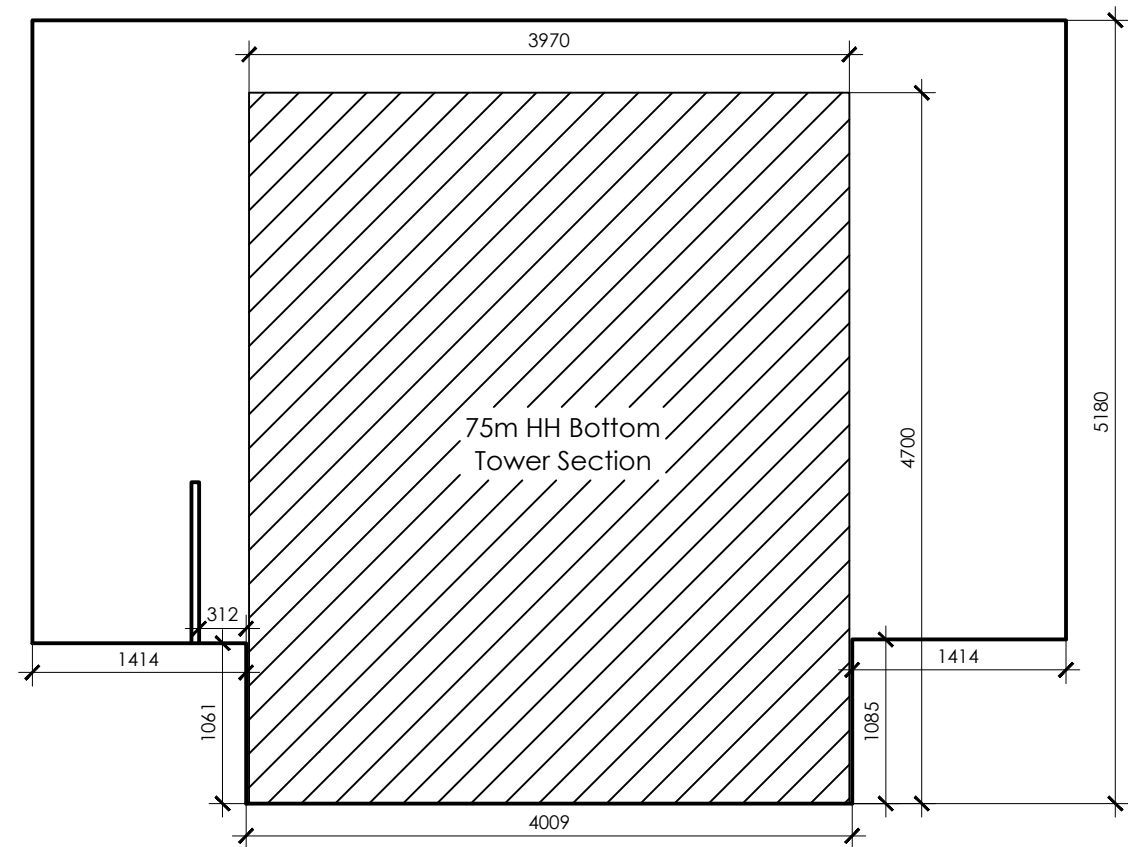


Bridge 2

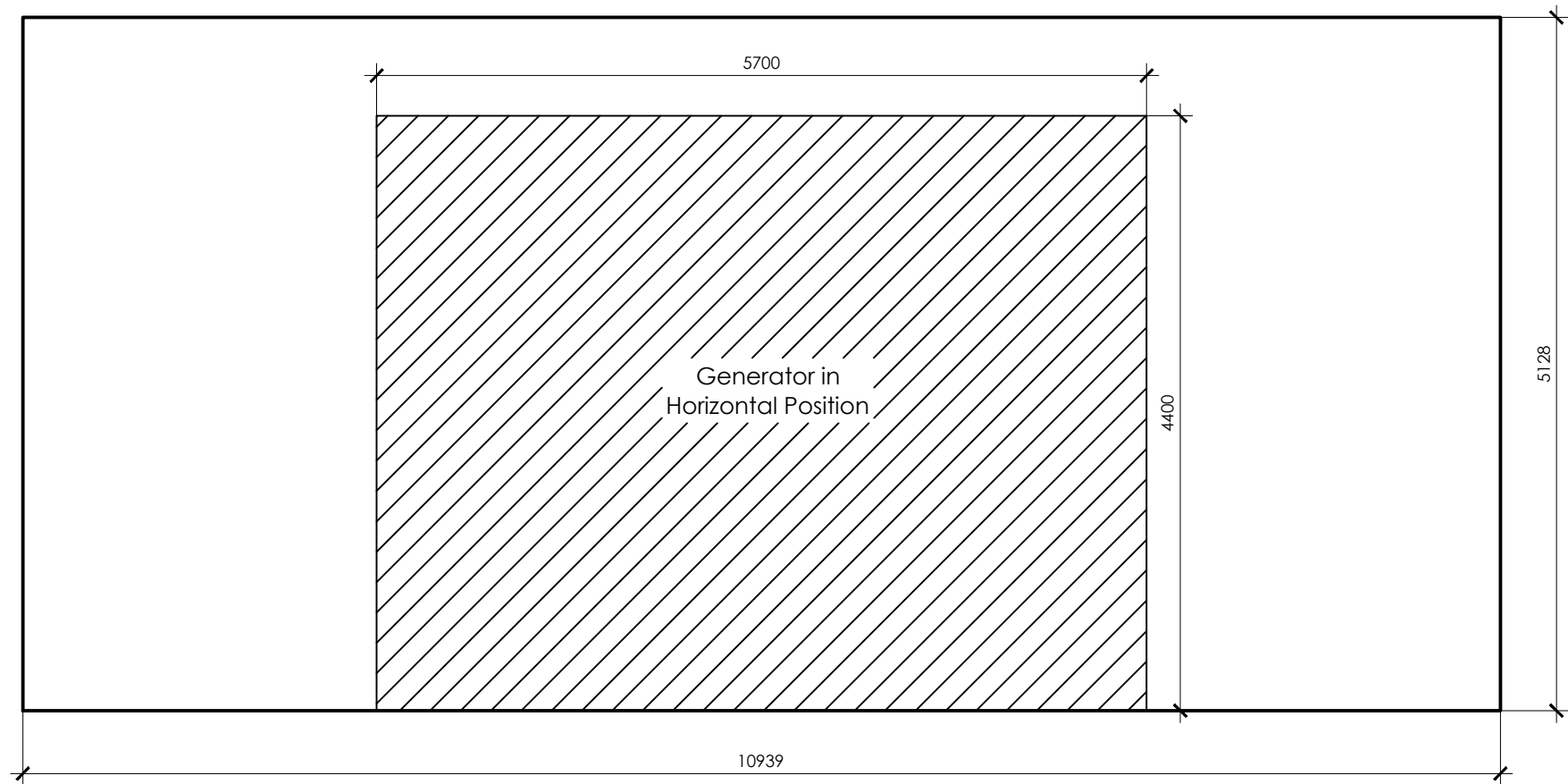


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PROJECT: Kenfig		DATE: 09/07/2013
DRAWING: Bridge Sections		DRAWN: DE/RS
DRAWING No: 13-022 802	REV:	CHECKED: WD

Bridge 1



Bridge 2



CLIENT: Infinite Renewables		SCALE: 1:50@A3
PROJECT: Kenfig		DATE: 09/07/2013
DRAWING: Bridge Sections		DRAWN: DE/RS
DRAWING No: 13-022 801	REV:	CHECKED: WD

Appendix 3 Swept Path Analysis – Blade Delivery



0.3m

HWYL -Y- ffair

Narayan

B	34m Blades	18-07-2013
A	First Issue	24-09-13

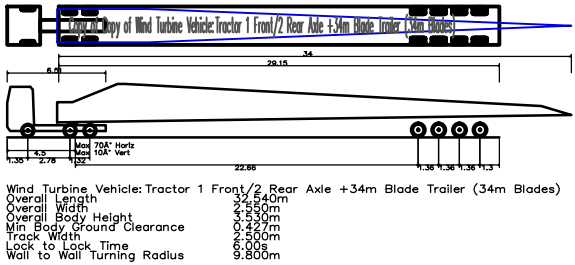
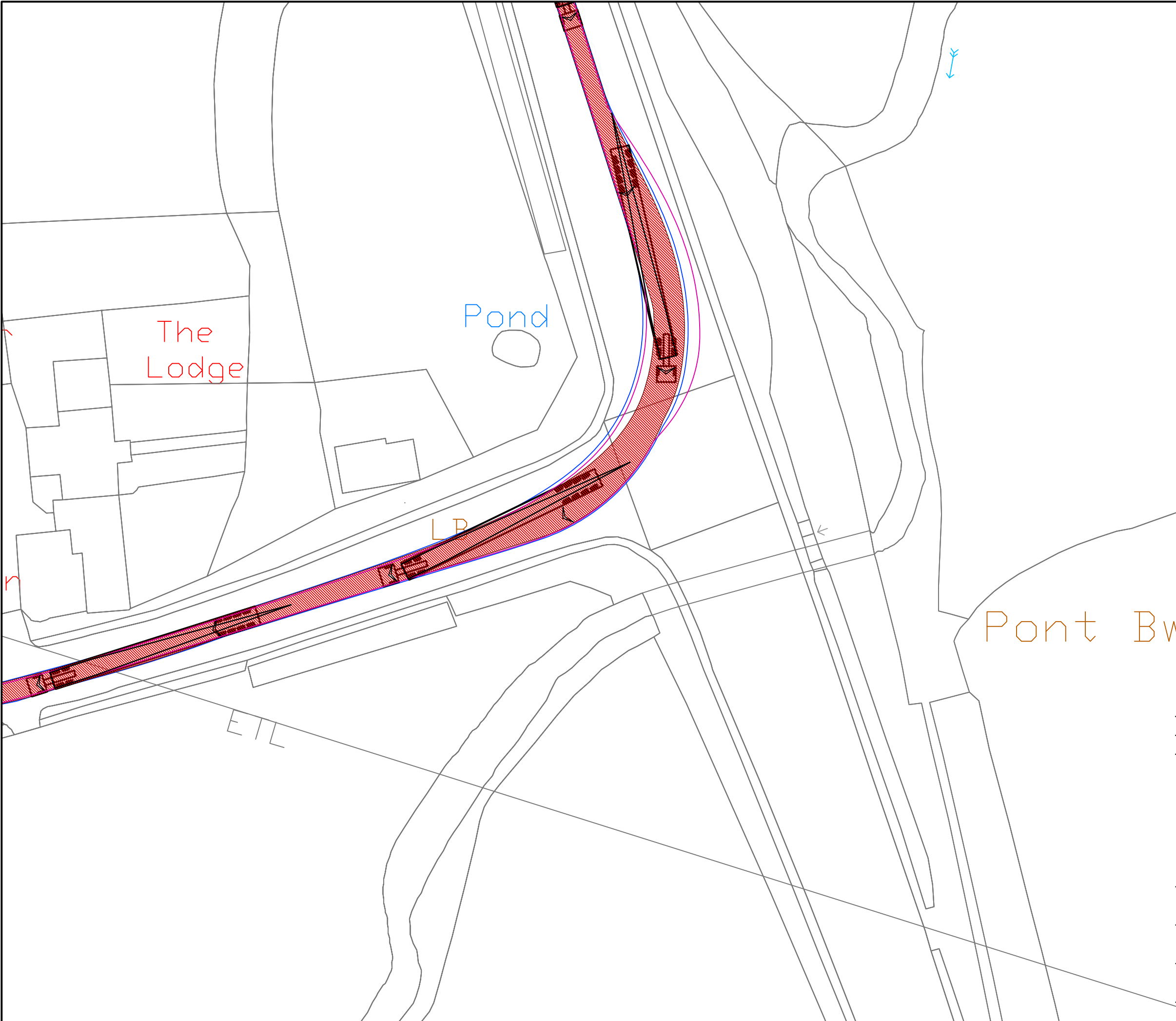
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Kenfig Industrial Estate Turbine

Access Route 1 Blade Delivery
A48 / B4283 Junction

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B	34m Blades	18-07-21
A	First Issue	24-09-13

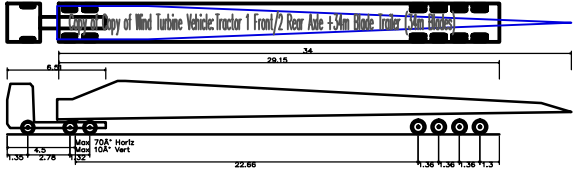
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Kenfig Industrial Estate Turbine

**Access Route 1 Blade Delivery
B4283 / Kenfig Industrial Estate Junction**

0601	003	B
	1:500	@ A3



Wind Turbine Vehicle: Tractor 1 Front/2 Rear Axle +34m Blade Trailer (34m Blades)
Overall Length 32.540m
Overall Width 2.550m
Overall Body Height 4.530m
Min Body Ground Clearance 0.427m
Track Width 2.000m
Lock to Lock Time 6.008
Wall to Wall Turning Radius 9.800m

B	34m Blades	18-07-21
A	First Issue	24-09-13

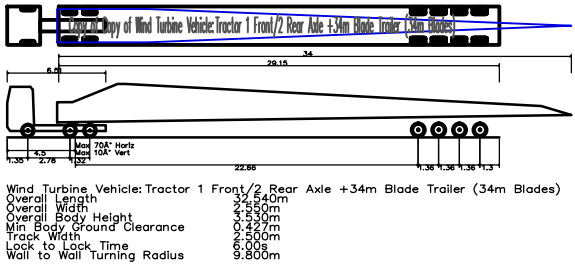
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Kenfig Industrial Estate Turbine

**Access Route 1 Blade Delivery
Kenfig Industrial Estate Junction**

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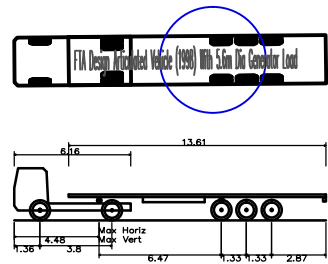
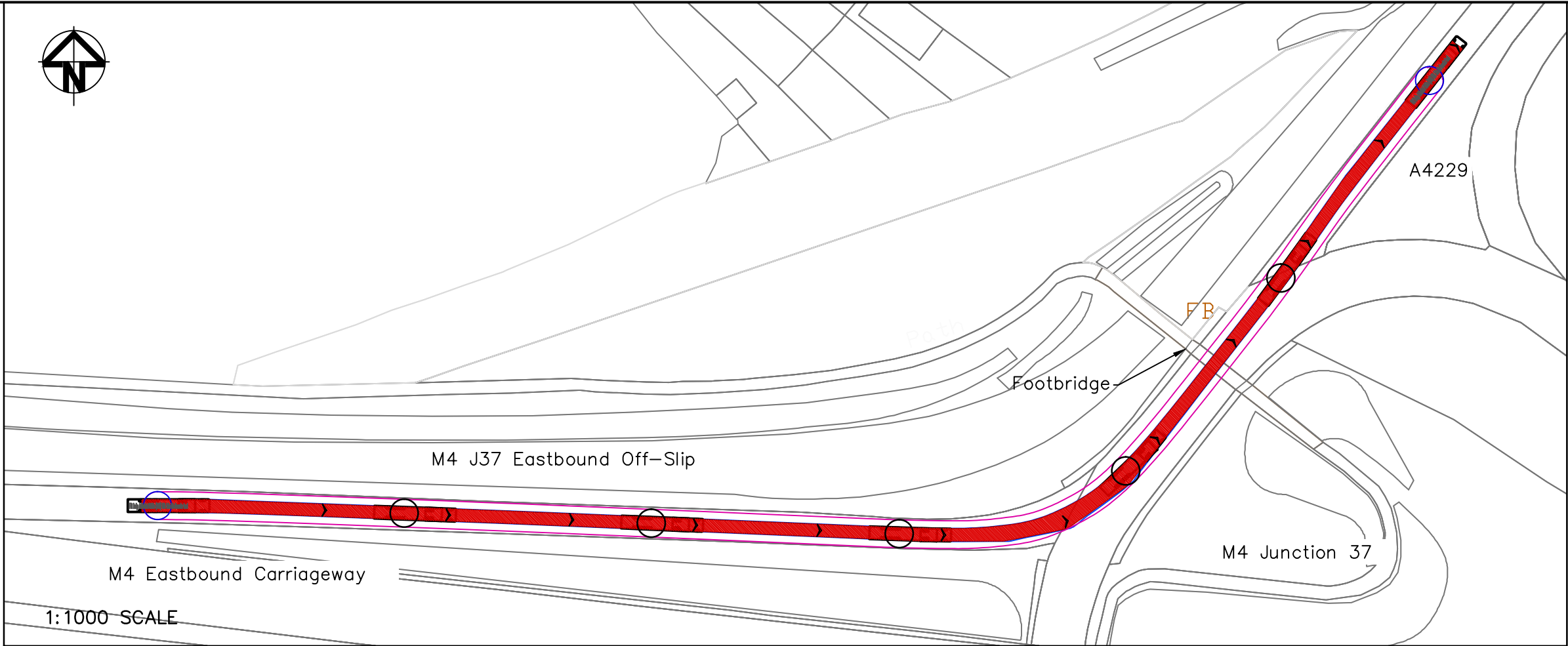


B	34m Blades	18-07-21
A	First Issue	24-09-13

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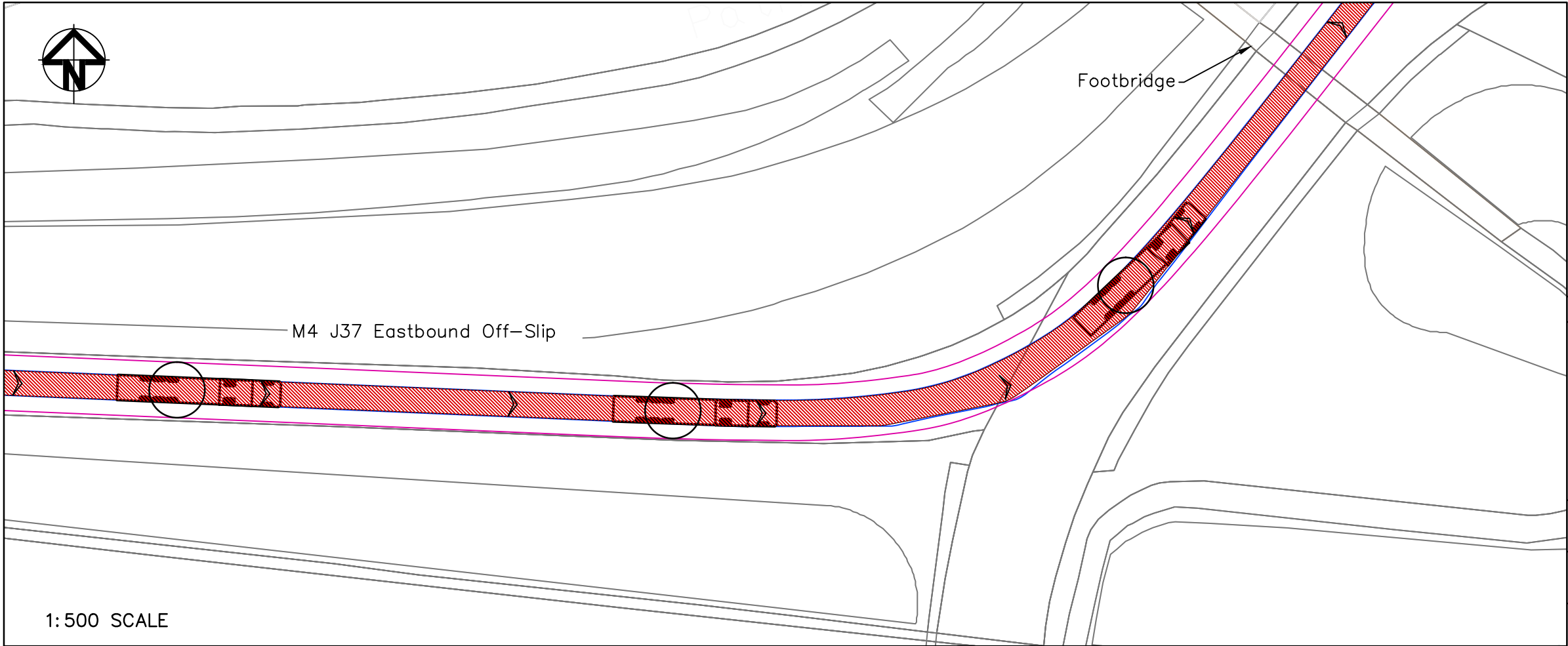
Kenfig Industrial Estate Turbine		
Access Route 1 Blade Delivery Kenfig Industrial Estate- Site Access		
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Appendix 4 Swept Path Analysis – Generator Delivery

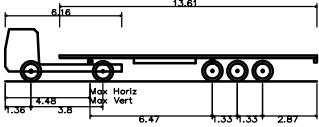


FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	2.749m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.09s
Curb to Curb Turning Radius	6.550m



A	First Issue	05-11-13
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Kenfig Industrial Estate Turbine		
Access Route 2 Generator Delivery		
M4 Junction 37 Off-Slip		
0601	011	A
1:1000 & 1:500		@ A3



FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

Overall Length	16.480m
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Overall Body Height	2.749m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.09s
Curb to Curb Turning Radius	6.550m

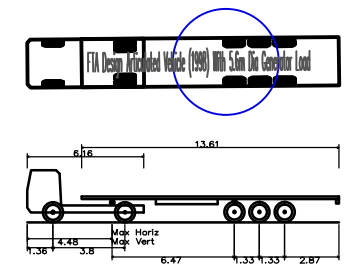
A	First Issue	24-09-13

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Kenfig Industrial Estate Turbine

Access Route 2 Generator Delivery
A48 / A4229 Roundabout

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FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

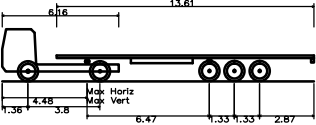
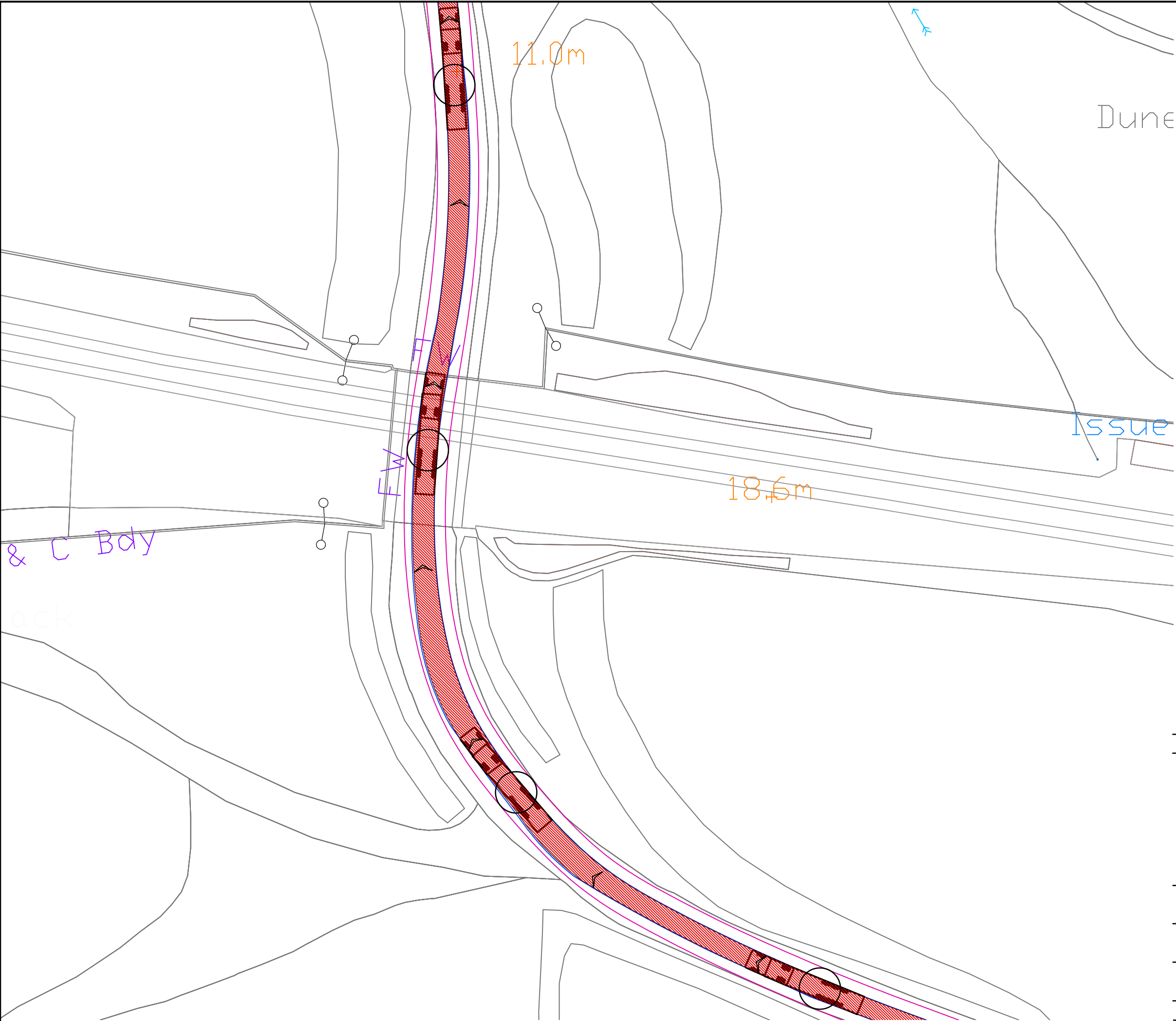
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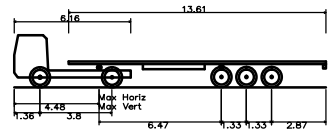
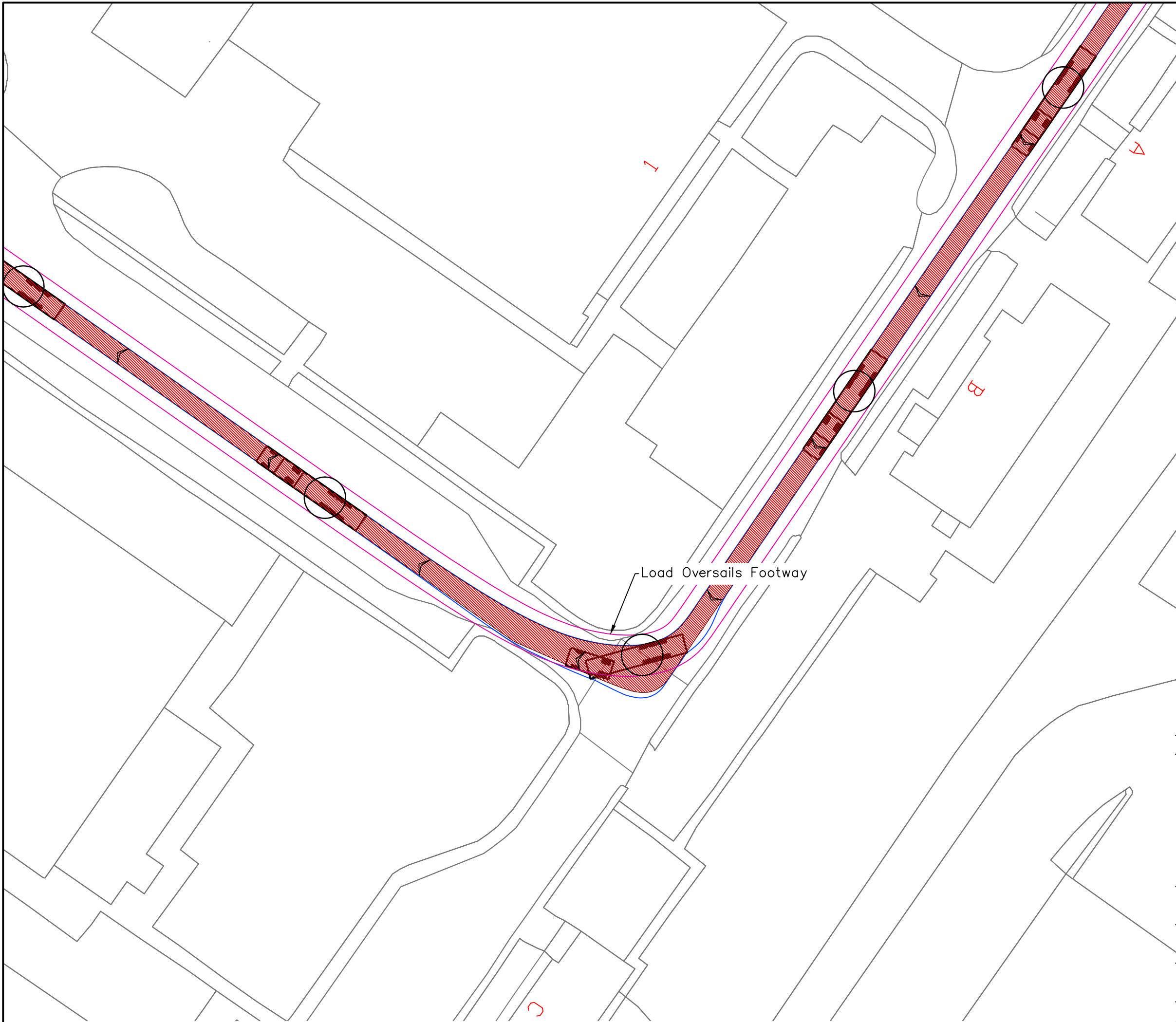
Kenfig Industrial Estate Turbine		
Access Route 2 Generator Delivery School Terrace / Prthcawl Road (B4238) Junction		
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FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

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Lock to Lock Time	3.09s
Curb to Curb Turning Radius	6.550m

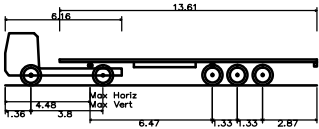
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Kenfig Industrial Estate Turbine		
Access Route 2 Generator Delivery B4238 'Bridge 2'		
0601	008	A
	1:500	@ A3



FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

Overall Length	13.61m
Overall Width	2.550m
Overall Body Height	2.749m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.93s
Curb to Curb Turning Radius	6.550m

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Kenfig Industrial Estate Turbine		
Access Route 2 Generator Delivery		
Kenfig Industrial Estate Junction		
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FTA Design Articulated Vehicle (1998) With 5.6m Dia Generator Load

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	2.749m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.09s
Curb to Curb Turning Radius	6.550m

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