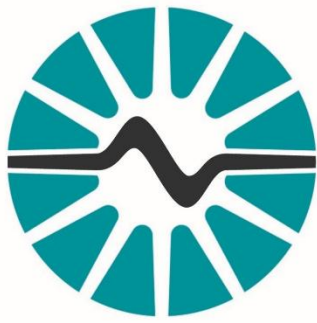




dulas

inspiring renewable energy

Method statement

Client: Cubico UK Development Limited

Site Name: Scout Moor 2 Wind Farm

Date: 13/02/2025



Contents

1.0 Purpose	Error! Bookmark not defined.3
2.0 Scope of Work.....	Error! Bookmark not defined.3
3.0 Types of Vehicles and Equipment Used.....	3
4.0 Access Route and Loading/Unloading Areas/Common Land Clarification	3
5.0 Mitigation Measures for Peatland Protection	4
6.0 Emergency response to peat damage.....	4
7.0 Safety Measures and Environmental Considerations	5
8.0 Weather contingency.....	5
9.0 Decommissioning.....	5
10.0 Dulas contacts.....	6
11.0 Conclusion	6
Appendix	7
Mast Location Map	7
Site Access Map	7

1.0 Purpose

This method statement aims to outline the procedures and safety measures to be implemented to mitigate peatland damage while driving on sensitive peatland areas during the execution of works on site. This includes specifying access routes, the types of vehicles used, and the operational strategies employed to protect the integrity of the peatland environment. When selecting a site for a met mast our primary focus is to ensure minimal environmental impacts, particularly in areas with sensitive soil conditions, we conduct through site surveys to assess the area. To mitigate risks we select locations with well drained soils ensuring the foundation can be securely placed without compromising the surrounding environment. Through the site survey we aim to minimize disruption to the local ecosystem while ensuring the stability and function of the met mast. A pre-commencement photographic survey of the Application Site will be undertaken and this will inform a post decommissioning restoration scheme, which can be secured via planning condition.

2.0 Scope of Work

The scope of work covered by this method statement includes the following activities:

- Site access for vehicles and plant.
- Loading and unloading operations, ensuring minimal disruption to peatland.
- Appropriate measures for vehicle movement in wet and sensitive areas.

3.0 Types of Vehicles and Equipment Used

The following vehicles and equipment will be used on site:

- **4x4 Pickup:** Light vehicles used for personnel transport. These vehicles are fitted with off-road capabilities to minimize pressure on peat surfaces.

- **Plant:**

Tractor and Trailer: Heavy-duty vehicles used for material transport. The trailers are designed to distribute weight evenly to reduce the impact on the peatland.

Tracked Dumper: A tracked vehicle used for bulk material transport, minimizing ground pressure through the distribution of weight over a larger surface area.

Tracked Excavator: A tracked machine used for excavation works, equipped with specialized tracks to avoid soil compaction and damage to sensitive peatland areas.

- **Welfare Unit:** Mobile unit for welfare purposes, equipped with necessary facilities for the site team and overnight security.

Plant movement on site during the works:

Day 1:

- A flatbed delivery lorry will arrive at the offsite loading area to deliver the proposed met mast and associated infrastructure, plus a Tracked Dumper and a Tracked Excavator.
- A tractor and trailer will undertake 5 two-way trips (i.e. back and forth) from the loading area to the Application Site via Rooley Moor Road to transport the proposed met mast and associated infrastructure.
- A Tracked Dumper and a Tracked Excavator will each undertake 1 trip from the loading area to the Application Site via Rooley Moor Road and then remain onsite for duration of the construction/installation period.

- 2 4x4 vehicles will each undertake 1 two-way trips from the loading area to the Application Site via Rooley Moor Road to transport the construction/installation team.
- 1 of these 4x4 vehicles will also tow a trailer mounted welfare unit (3.6m x 2.3m x 2.75m). This will be in-situ adjacent to the Application Site during the construction/installation of the proposed met mast. It will comprise a welfare area, toilet and generator/warm room.

Day 2:

- 2 4x4 vehicles will each undertake 1 two-way trips from the loading area to the Application Site via Rooley Moor Road to transport the construction/installation team.
- A tractor and trailer will undertake 1 two-way trip from the loading area to the Application Site via Rooley Moor Road to transport the proposed met mast and associated infrastructure.

Day 3:

- 2 4x4 vehicles will each undertake 1 two-way trips from the loading area to the Application Site via Rooley Moor Road to transport the construction/installation team.
- A tractor and trailer will undertake 1 two-way trip from the loading area to the Application Site via Rooley Moor Road to transport the proposed met mast and associated infrastructure.

Day 4:

- 4x4 vehicles will each undertake 1 two-way trips from the loading area to the Application Site via Rooley Moor Road to transport the construction/installation team.
- A tractor and trailer will undertake 1 two-way trip from the loading area to the Application Site via Rooley Moor Road to transport the proposed met mast and associated infrastructure offsite.
- A Tracked Dumper and a Tracked Excavator will each undertake 1 trip from the Application Site to the loading area via Rooley Moor Road to be transported offsite.
- A flatbed delivery lorry will arrive at the offsite loading area to collect the Tracked Dumper and a Tracked Excavator.

4.0 Access Route and Loading/Unloading Areas/Common Land Clarification

- **Access Route:** The access route will be up Rooley Moor Road, there will be no time restrictions as the road will be open, however it may impact the road user's convenience because of slow moving vehicles. This route has been selected based on stability, width, and the absence of sensitive ecological zones. The existing track will be used to avoid unnecessary disturbance. We are happy to film the track before and after to document any potential damage to flags or cobbles.
- **Loading/Unloading Areas:** Designated loading and unloading zones will be established away from sensitive peatland areas to prevent damage to vulnerable vegetation and soil structure. Only the necessary vehicles will be allowed within these zones, and strict protocols will be in place to limit the duration of stays in the area.
- **Common Land Clarification:** We can confirm that all planned activities and operations will be conducted entirely outside the boundaries of any areas classified as common land, ensuring full compliance with relevant land designations and regulations.

5.0 Mitigation Measures for Peatland Protection

To minimize peatland damage, the following measures will be implemented:

1. Avoid sensitive areas:

Site managers will inspect the ground to minimise passage over wet / soft ground, these areas will be avoided where possible.

2. Limitation of Plant Journeys:

Only the essential plant equipment will be used to minimize vehicle movement across the peatland. For material transport and excavation, the use of tracked vehicles such as the 10t tracked dumper and 8t tracked excavator is preferred, as these are designed to reduce ground pressure. The number of plant journeys will be minimized by planning efficient routes and scheduling all necessary operations in advance.

3. Track Protection and Distribution of Weight:

Where vehicles are required to traverse sensitive areas, the use of tracked vehicles will be required, or ground protection (bog mats) specified to minimise impact. Tracked vehicles distribute their weight over a larger surface area, reducing ground pressure and minimizing the risk of compaction or rut formation.

4. Monitoring and Inspection:

Site managers will regularly monitor the site for signs of peatland damage. Areas showing signs of disturbance will be immediately flagged, and operational adjustments will be made accordingly. If areas are becoming damaged, the operators of the plant will choose alternative routes to prevent further damage to the peatland. Should ground conditions become too unmanageable due to the degradation of the peat works will stop and stakeholders will be consulted to find a suitable solution. Dulas site managers are happy to film and photograph the area before and after.

6.0 Emergency response to peat damage

Vehicle movements will be immediately halted in the affected area to prevent further deterioration. A site inspection will be carried out to determine the severity of the disturbance. We aim to ensure minimal disruption maintain safe and accessible route and uphold environmental integrity.

7.0 Safety Measures and Environmental Considerations

- **Personal Protective Equipment (PPE):** All personnel involved in the operation of vehicles and plant on site must wear the appropriate PPE, including hard hats, high-visibility clothing and steel-toe boots.
- **Environmental Protection:** In addition to measures for protecting peatland, operations will be conducted in compliance with all relevant environmental regulations, including those related to soil protection and wildlife conservation.
- **Traffic Management on the Byway:** To ensure the safety of pedestrians and cyclists while minimizing disruption due to vehicle movements the following measures will be implemented:

Vehicle movement will be minimal due to only carrying the mast up the track.

Daily safety inspections will be conducted to assess the effectiveness of measures and identify any emerging risks.

- **The fencing of the mineshaft:** There is a disused mineshaft <30m north of the access track at Top of Leach that will be fenced off by 4 poles and neon tape for the area to be avoided.

8.0 Weather contingency

To effectively manage the impact of inclement weather on site access, the site managers will conduct a site visit the day of the works before any scheduled vehicle movements to assess surface conditions including slipperiness, standing water and potential waterlogging. This will allow us to identify hazards and implement necessary mitigation measures. Aborting site access will be established based on measurable factors such as water depth, ground softness preventing safe vehicle passage and continuous heavy rainfall forecasted for the operational period. If these conditions are met the works will be postponed preventing land damage and ensure safety of all users. Regular weather monitoring and communication with relevant stakeholders will support timely decision making.

9.0 Decommissioning

When the mast is being decommissioned it will be carefully lowered and dismantled in sections. The foundation of the mast including the anchors will be removed if safe to do so, and the area will be backfilled and compacted restoring the sites original grade. The same plant will be required for this stage and the loading and unloading areas will remain the same. A final decommissioning inspection will be conducted to ensure that all decommissioning activities have been completed, a decommissioning report will be sent to the client detailing the steps taken.

10. Dulas contacts

Commercial Lead Wind Monitoring	Rachel Munday	rachel.munday@dulas.org.uk	01654 705000
Scheduler	Morven Utton	morven.utton@dulas.org.uk	01463 830955
Project Manager	Emily Chalmers	emily.chalmers@dulas.org.uk	01463 830955
Apprentice Project manager	Eiry Lewis	eiry.lewis@dulas.org.uk	07939918109

11. Conclusion

By adhering to these detailed measures, Dulas Ltd is committed to minimizing the environmental impact of its operations on peatland areas. By carefully selecting routes, limiting vehicle movements, and using specialized equipment, we can significantly reduce the risk of peatland damage while maintaining the necessary progress of the project. This method statement will be reviewed periodically to ensure continued compliance with best practices and environmental standard.

Appendix

