



Method Statement

Client: Cubico UK Development (Wind 1) Limited

Site Name: Land to the west of Rooley Moor Road, Rossendale

Project: Temporary Meteorological Mast for Scout Moor II

Date: 13/03/2025

Version: V8



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1.0 Purpose

This Method Statement, prepared by Dulas Ltd on behalf of Cubico UK Development (Wind 1) Limited, aims to outline the procedures and safety measures to be implemented during the installation and decommissioning of a proposed temporary meteorological mast and associated infrastructure ('the Proposed Development') on land to the west of Rooley Moor Road, Rossendale ('the Site'). It particularly seeks to mitigate the impact of vehicles required for the installation and decommissioning of the Proposed Development, including minimising potential impacts on peatland and other moorland habitats, as well as the historic/archaeological importance of Rooley Moor Road (as non-designated heritage asset) and common land.

The Method Statement sets out the proposed access routes, the types of vehicles to be used and the operational strategies employed to protect the integrity of the peatland/moorland and historic environment.

When selecting a site for a met mast Dulas Ltd's primary focus is to ensure minimal environmental impacts, particularly in areas with sensitive soil conditions – as part of this we conduct thorough site surveys to assess the proposal site and inform our approach to installation and decommissioning. 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 minimise disruption to the local ecosystem while ensuring the stability and function of the met mast.

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 sensitive receptors.
- Appropriate measures for vehicle movement in wet and sensitive areas.

3.0 Access Route Options Appraisal

In order to identify a suitable route of access for vehicles require to facilitate the installation and decommissioning of the Proposed Development, Dulas, Cubico and the wider project team (including Turley and AOC Archaeology) have undertaken an 'Access Options Appraisal' which is presented in detail at **Appendix 1**.

In summary, the Access Options Appraisal has determined that access to the Site via Rooley Moor Road from the south (as shown at **Appendix 2**) is the only viable route, providing the most direct and accessible route; providing adequate width for the vehicles; avoiding ground disturbance to peat moorland; and avoiding access to Common Land. This is combined with a sensitive approach to vehicle selection and limiting vehicle movements to protect the surface of Rooley Moor Road as a non-designated heritage asset.

4.0 Access Route and Loading/Unloading Areas

- **Access Route:** Access to the Site will be achieved via Rooley Moor Road. During the installation and decommissioning phases there will be no time or access restrictions to existing users (including pedestrians, cyclists, equestrians and Commoners) as the route will remain open, however there may potentially be minor impact upon user's convenience because of slow moving vehicles.
- **Loading & Unloading Areas:** Designated Loading & Unloading Areas 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 Loading Areas, and strict protocols will be in place to limit the duration of stays in the area. The Unloading Area is where the proposed met mast and associated infrastructure, as well as all other associated plant/vehicles required for the installation and decommissioning of the Proposed Development will be unloaded prior to transportation to Site via Rooley Moor Road. The Loading Area is where the proposed met mast and associated infrastructure, as well as all other associated plant/vehicles, will be managed onsite. The locations of these areas are shown at **Appendix 2**.

Access will not be blocked at any point to other road users, local residents or neighbouring properties.

5.0 Types of Vehicles and Equipment Used

Detailed consideration has been given to the selection of vehicles for the installation and decommissioning of the Proposed Development in order to mitigate potential impacts to Rooley Moor Road, as well as the peat moorland.

The following vehicles and equipment will be used (images shown at **Appendix 3**):

- **4x4 Vehicle:** These are light vehicles used for personnel transport, carrying the installation and decommissioning teams to the Site. These vehicles are fitted with off-road capabilities to minimise pressure on ground surfaces, including peat and Rooley Moor Road.
- **Tractor and Trailer:** This is a typical agricultural-type vehicle which will be used for transporting plant and material to the Site. The trailer is designed to distribute weight evenly to reduce the weight bearing load on the ground surface, minimising impact on peat and Rooley Moor Road.
- **Plant:**
 - 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:** This comprises a mobile trailorised unit (3.6m x 2.3m x 2.75m) used for welfare purposes, equipped with necessary facilities for the installation and decommissioning teams and overnight security personnel. It will comprise a welfare area, toilet and generator/warm room.

6.0 Delivery Strategy and On-Site Logistics

The following approach will be employed during installation of the Proposed Development:

Day 1:

- Prior to the formal installation of the Proposed Development, a survey of the existing condition of the Loading Areas and Rooley Moor Road will be undertaken, comprising a video survey – this survey will be supplied to both Rossendale and Rochdale Local Highways Authorities as a record.
- A flatbed delivery lorry will arrive at the Unloading Area to deliver the proposed met mast and associated infrastructure, plus the Tractor, Trailer, Tracked Dumper and Tracked Excavator. The Unloading Area will not require any physical engineering works to be undertaken – the delivery lorry will park up in a safe and convenient manner to enable efficient unloading.
- The Tractor and Trailer will then undertake 5no. two-way trips (i.e. back and forth) from the Loading Area to the Site via Rooley Moor Road to transport the proposed met mast and associated infrastructure, as well as the Tracked Dumper and Tracked Excavator, to the Unloading Area.
- The Tracked Dumper and Tracked Excavator will then remain onsite for duration of the installation period.
- 2no. 4x4 vehicles will each undertake 1no. two-way trip via Rooley Moor Road, to transport the installation team to the Site.
- 1no. of these 4x4 vehicles will also tow the trailer mounted Welfare Unit, which will then remain in-situ adjacent to the Loading Area throughout the installation of the Proposed Development.

Day 2:

- 2no. 4x4 vehicles will each undertake 1no. two-way trip via Rooley Moor Road, to transport the installation team to the Site.
- The Tracked Dumper and Tracked Excavator will be utilised onsite to install the Proposed Development – they will not travel on Rooley Moor Road.

Day 3:

- 2no. 4x4 vehicles will each undertake 1no. two-way trip via Rooley Moor Road, to transport the installation team to the Site.
- The Tracked Dumper and Tracked Excavator will be utilised onsite to install the Proposed Development – they will not travel on Rooley Moor Road.

Day 4:

- 2no. 4x4 vehicles will each undertake 1no. two-way trip via Rooley Moor Road, to transport the installation team and to tow away the Welfare Unit.
- The Tractor and Trailer will undertake 1no. two-way trip via Rooley Moor Road to collect the Tracked Dumper and Tracked Excavator from the Unloading Area, transporting it to the Loading Area.
- A flatbed delivery lorry will arrive at the Loading Area to collect the Tractor and Trailer, Tracked Dumper and Tracked Excavator.
- Following removal of all plant and installation equipment/vehicles from the Site, a post-installation survey of the condition of the Loading Areas and Rooley Moor Road will be undertaken, comprising a video survey – this survey will be supplied to the Local Highways Authority as a record. Any remedial works identified as necessary as a result of these works will be undertaken as soon as possible thereafter.

The Proposed Development will then remain in situ for up to 36no. months – during this time the mast will be visited twice a year for safety inspections. This will require a team of 2no. in

one 4x4 vehicle. It is not anticipated that any further vehicle movements will be required as the met mast will be remotely operated.

7.0 Mitigation Measures for Peatland Protection

To minimise 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 minimise 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 minimised 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 minimising 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 will film and photograph the area before and after.

We aim to ensure minimal disruption maintain safe and accessible route and uphold environmental integrity. In the event of an incidence of peat damage being identified, the following steps will be undertaken:

- 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.
- Any necessary remedial measures will be implemented to restore the peat.

8.0 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 minimising 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.
- **Protective Fencing of Existing Assets / Features:** The following assets / features will be fenced off by 4no. poles and neon tape to mark that the area must be avoided:
 - Disused mineshaft located <30m north of the access track at Top of Leach.
 - The Rosendale Commemorative Stone (images shown at **Appendix 4**)
 - Boundary Stone (SD 85176 19387) (images shown at **Appendix 5**)

9.0 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. We are programming deployment in the summer months when weather and ground conditions are most favourable, reducing the risk of disruption and minimising environmental impact.

10.0 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 site's 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.

11. Dulas contacts

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Apprentice Project manager	Eiry Lewis	eiry.lewis@dulas.org.uk	07939918109

12. Conclusion

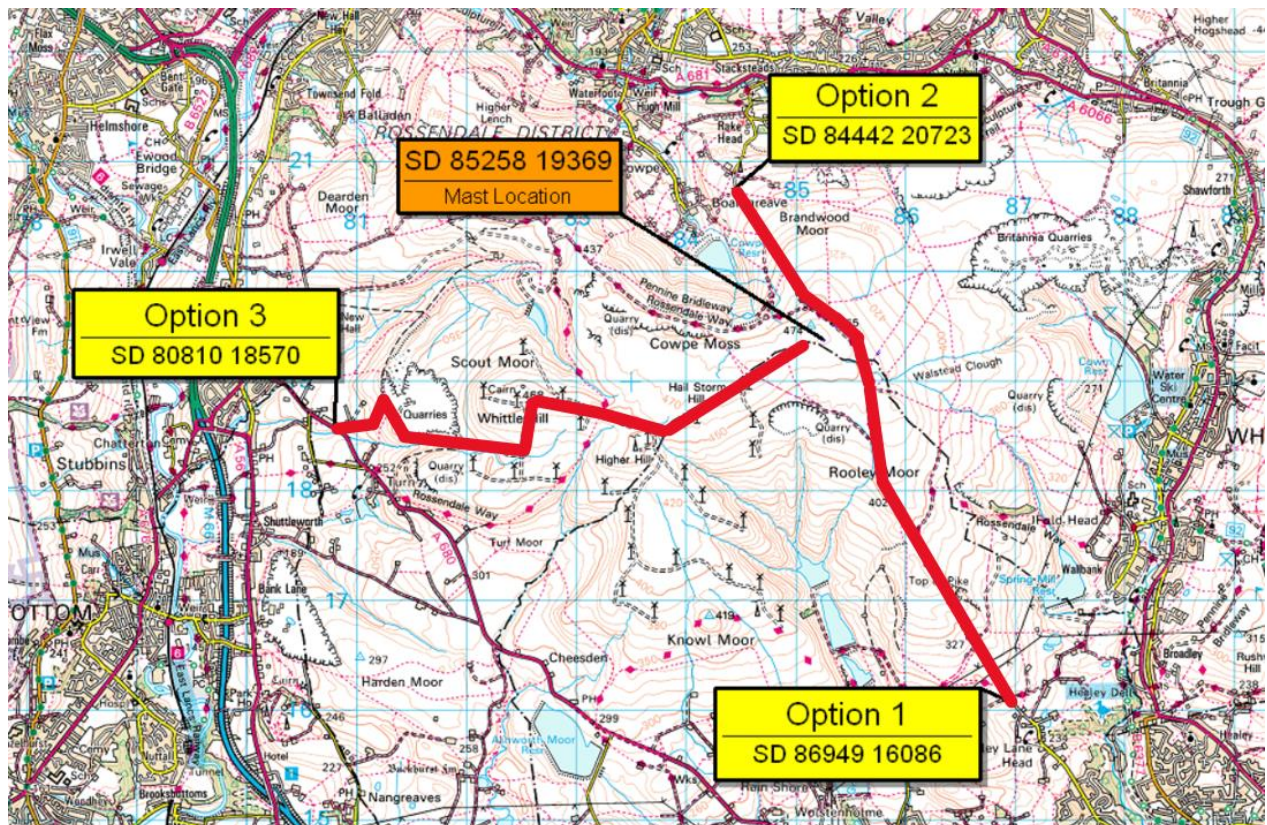
By adhering to these detailed measures, Dulas Ltd is committed to minimising the environmental impact of its operations on peatland areas. By carefully selecting routes, limiting vehicle movements, and using specialised equipment, we can significantly reduce the risk of peatland damage and impact to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

Appendix 1: Access Options Appraisal

Key Objectives:

- Ensure equitable access for all potential users, including the installation & decommissioning vehicles, as well as pedestrians, cyclists, equestrians and other users of the Common.
- Promote ease of use, safety, and convenience for all users.
- Minimise any potential for causing damage either to peat moorland or historic assets.

Access Options Considered





Option 1: Rooley Moor Road via Ings Lane, Catley Lane Head, Rochdale

This route provides a direct and accessible route to the Site, with adequate width for the required installation vehicles and the best option to minimise ground disturbance. It follows a restricted byway, over which Cubico has lawful access rights, and does not require crossing any common land.

- Pros: This route provides a potential direct route to the Site, which could streamline the logistics of transporting heavy equipment and materials needed for the Proposed Development. Additionally, the route is legally accessible and avoids common land.
- Cons: The area around Rooley Moor Road may experience adverse weather conditions, such as snow, ice, or heavy rain, which could make access challenging during certain times of the year.

Option 2: Rooley Moor Road from Stacksteads, Rossendale

This route provides access to the Site from the north. While it is passable in a 4x4 pickup truck, it is steep and rocky in places, making it less suitable for vehicles with trailers or heavy loads.

- Pros: This route offers an alternative access point to the Site, potentially reducing the distance for some vehicle movements and avoiding certain residential areas.
- Cons: The terrain is challenging, with steep and uneven sections that may limit its suitability for larger vehicles or those towing trailers. Additionally, the surface conditions could be further impacted by adverse weather, increasing the risk of difficult access during wet or icy periods.

Option 3: Access from Scout Moor Wind Farm tracks, via Scout Road

Given that the journey to the Site involves significant off-road travel, which may disturb peatlands, it is important to carefully evaluate both the benefits and potential drawbacks of this access option.

- Pros: Scout Road is already an established access route used by the wind farm, meaning it is likely to be equipped with infrastructure suitable for transporting heavy
- Cons: The journey involves an off-road route that passes through peatland areas and common land, which are environmentally sensitive. Using the Scout Road access track could require additional environmental assessments and permits due to the potential impacts on the peat.

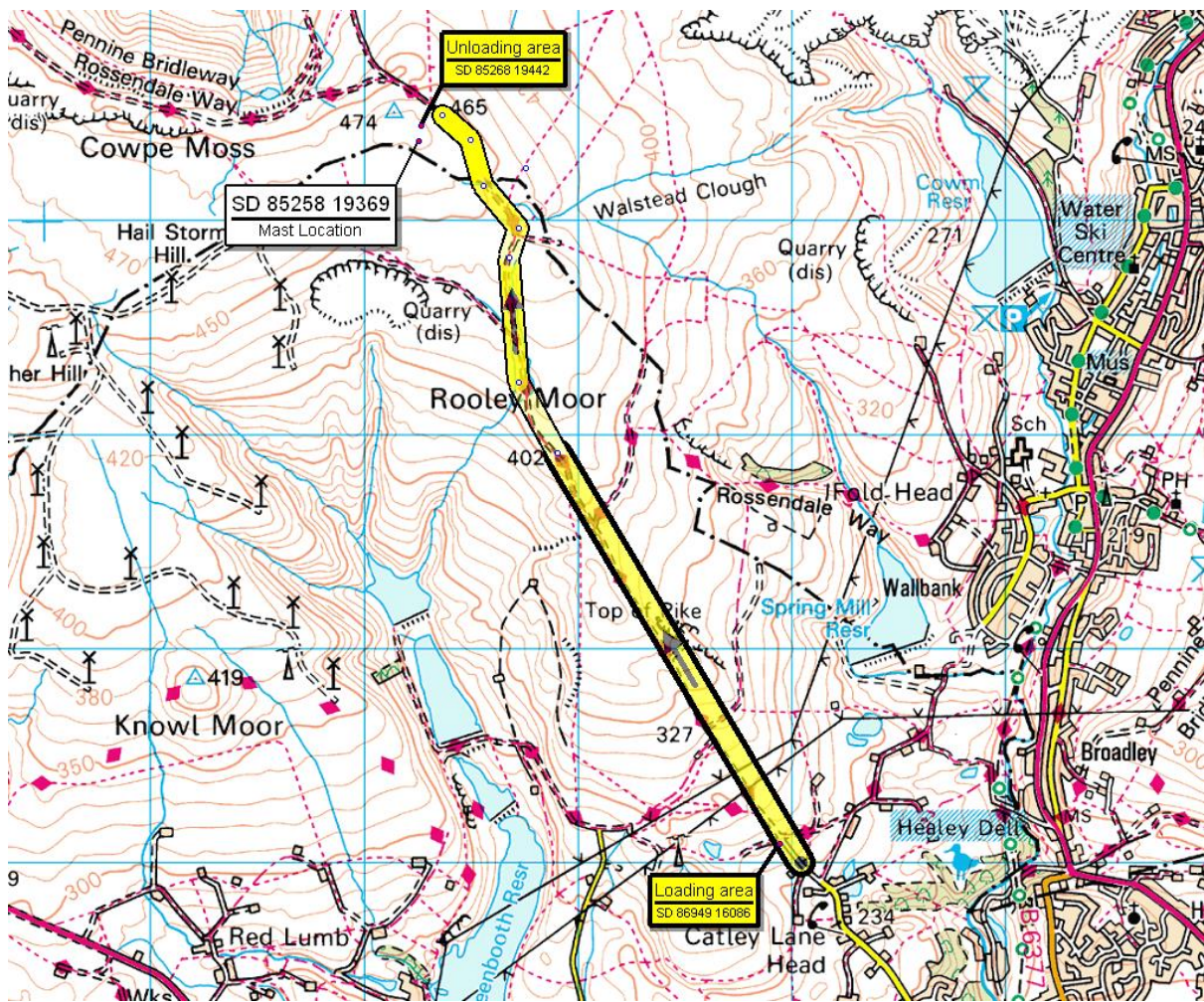
Recommendation

Based on the evaluation of the various access options, it is recommended that Option 1 be implemented.

Conclusion

This Access Options Appraisal has identified three viable access methods for installation of the Proposed Development. The recommended option not only ensures compliance with all relevant accessibility standards but also provides a user-friendly experience for all users. All options have their merits, but Option 1 is the most direct route and therefore will minimise the potential for disturbing peatland.

Appendix 2: Proposed Access Route & Location of Loading & Unloading Areas



Appendix 3: Vehicles & Plant Proposed to be Used

4x4 Vehicle



Tractor & Trailer



Tracked Dumper (8/10 T)



Tracked excavator (8T)



Appendix 4: Rossendale Commemorative Stone (to be fenced for protection)



Appendix 5: Boundary Stone (to be fenced for protection)

