

**NOTES**

- LEGEND**
- STRATEGIC SEARCH AREA BOUNDARY
  - SECTION 2: COMMON SECTION OF ROUTE
  - SECTION 3: WELSHPOOL TO SSA B (NORTH)
  - SECTION 4: WELSHPOOL TO NEWTOWN
  - SECTION 5: NEWTOWN TO SSA B (SOUTH)
  - SECTION 6: NEWTOWN TO SSA C

P2	NOTES UPDATED FOLLOWING STAKEHOLDER COMMENTS	IFT	MC	DLP	14/03/12
REV	AMENDMENTS	BY	CHKD	APRD	DATE

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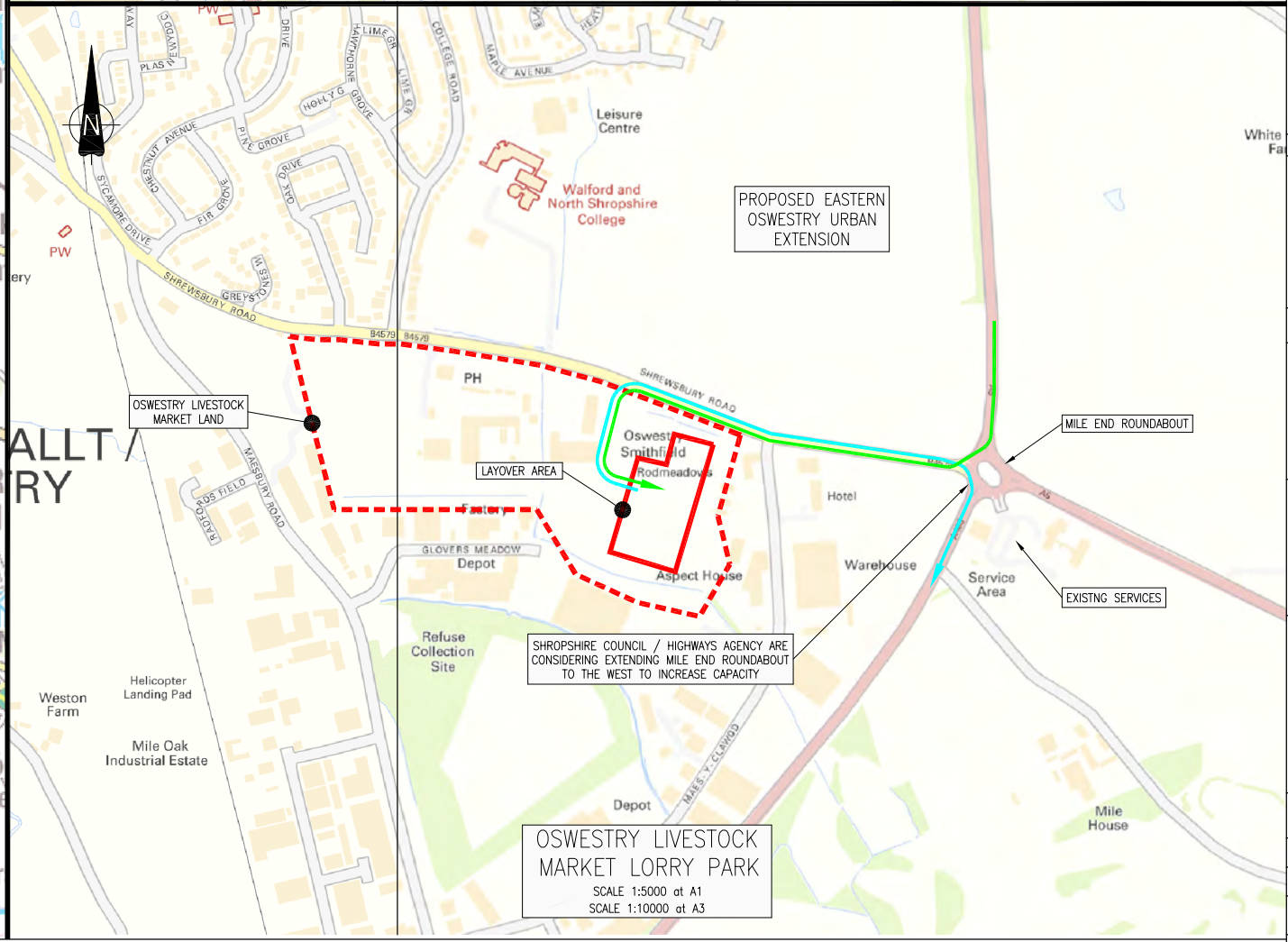
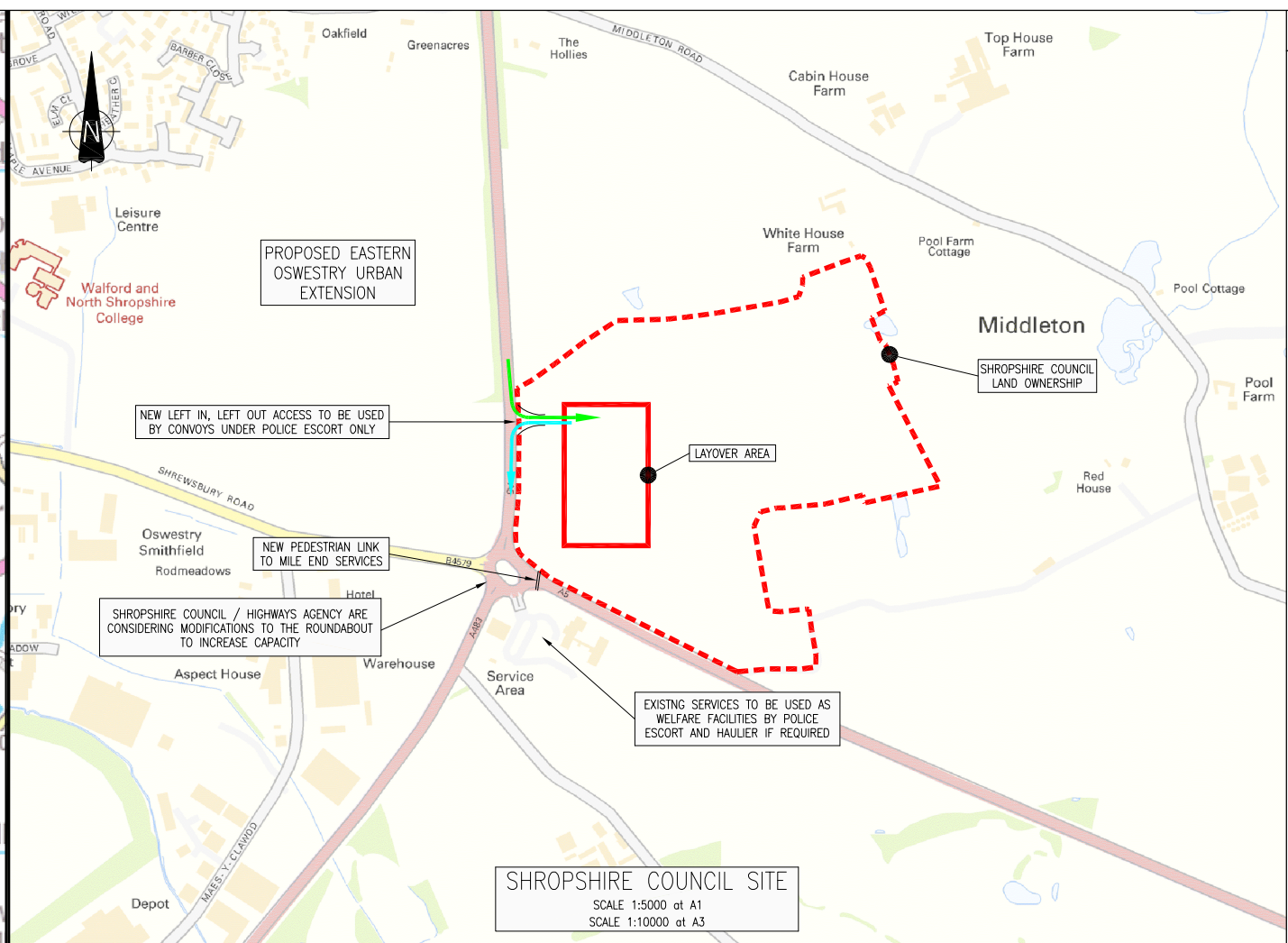
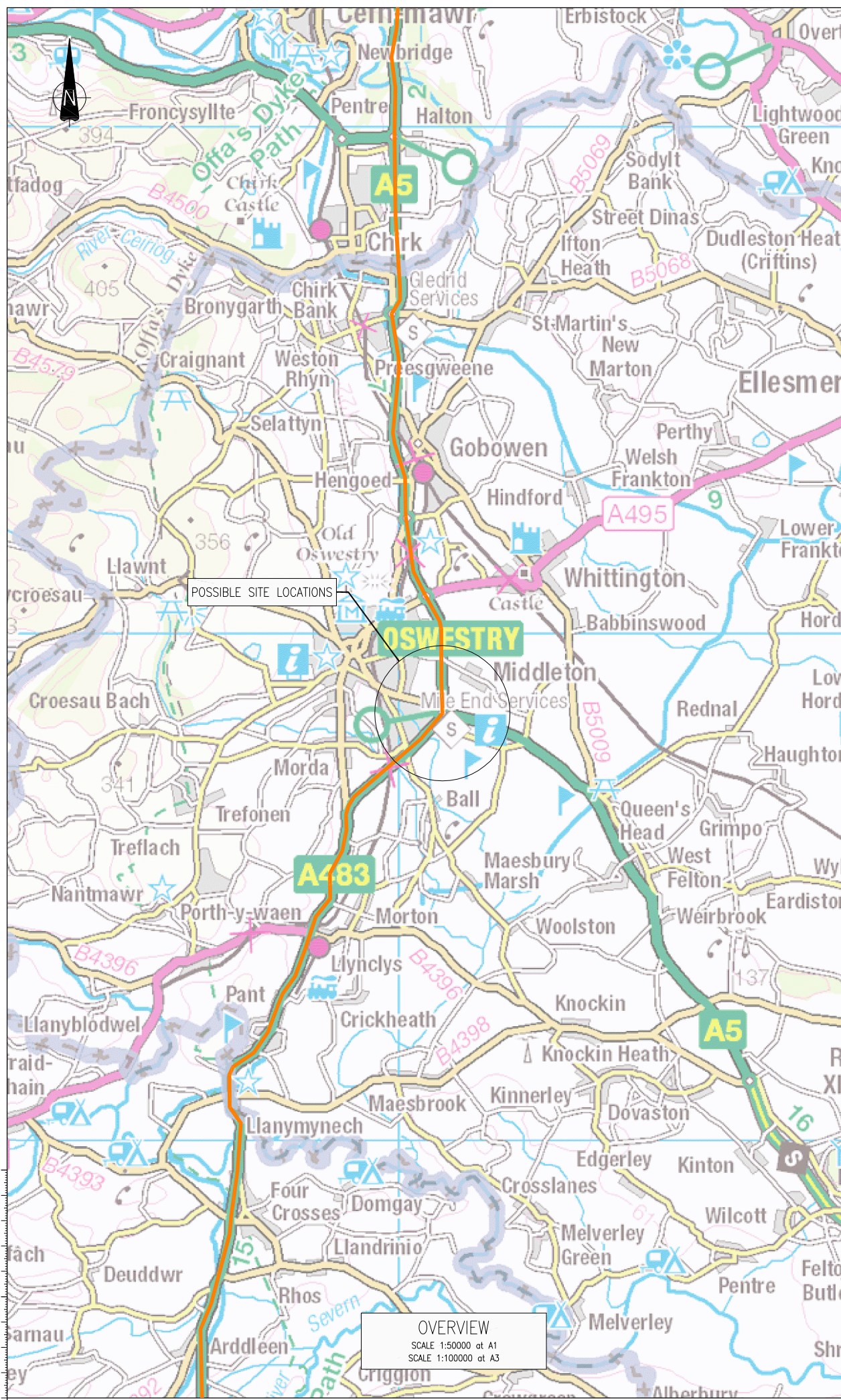
**PROJECT**  
 STRATEGIC TRAFFIC MANAGEMENT PLAN FOR MID WALES WIND FARMS

**TITLE**  
 FIGURE 1-1 STRATEGIC ROUTES INTO MID WALES

**STATUS**  
 FOR INFORMATION

DRAWN	CHECKED	APPROVED
AR	DH	STW
DATE	DATE	DATE
16.08.11	16.08.11	16.08.11
DRAWINGS SCALE	1:250000 at A1	ORIGINAL DRAWING SIZE
	1:500000 at A3	594 x 841 - A1

DRAWING No **108526-FIG 1-1** REV **P2**



**NOTES**

**LEGEND**

- COMMON SECTION OF ROUTE
- CONVOY IN
- CONVOY OUT

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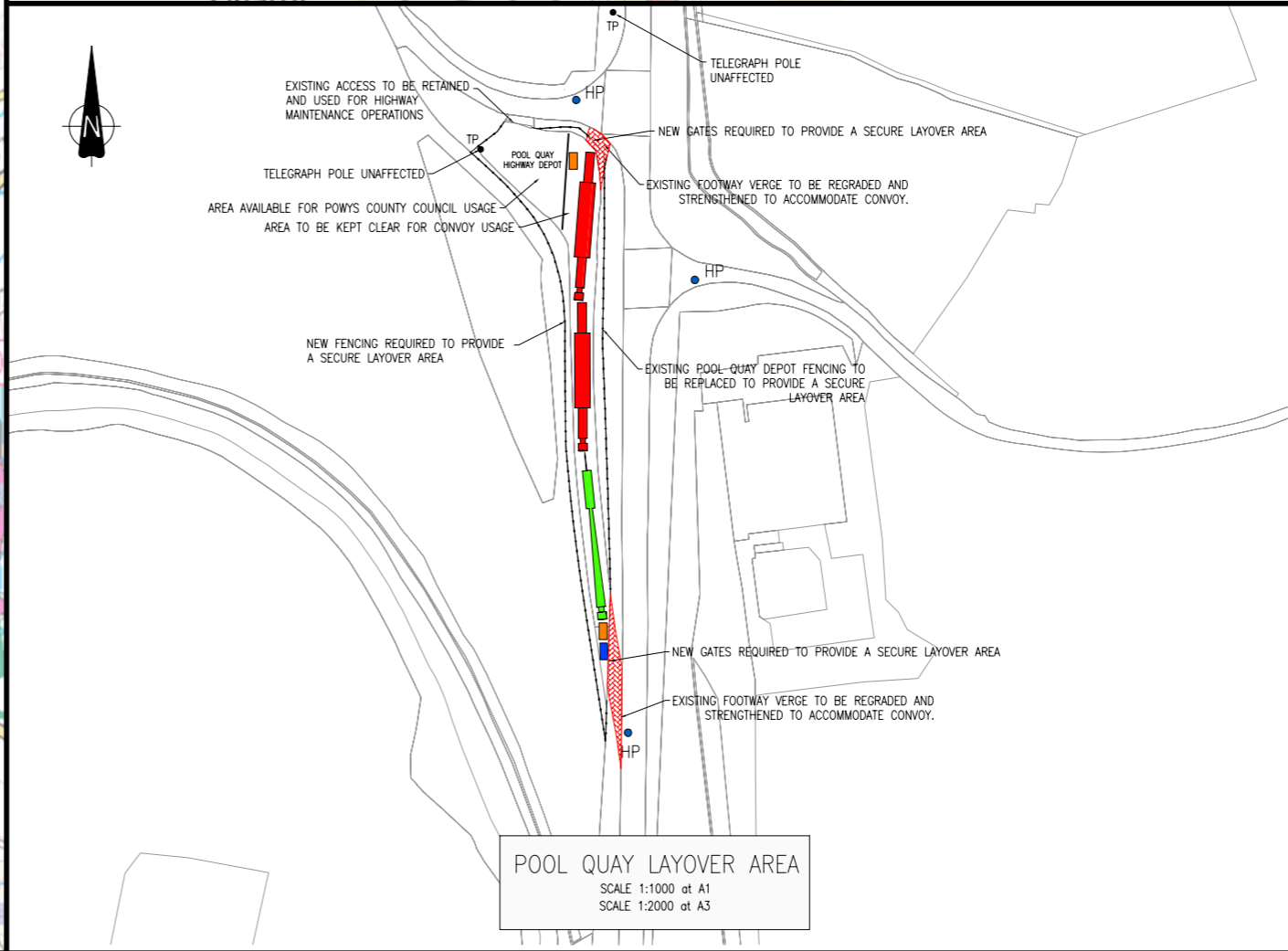
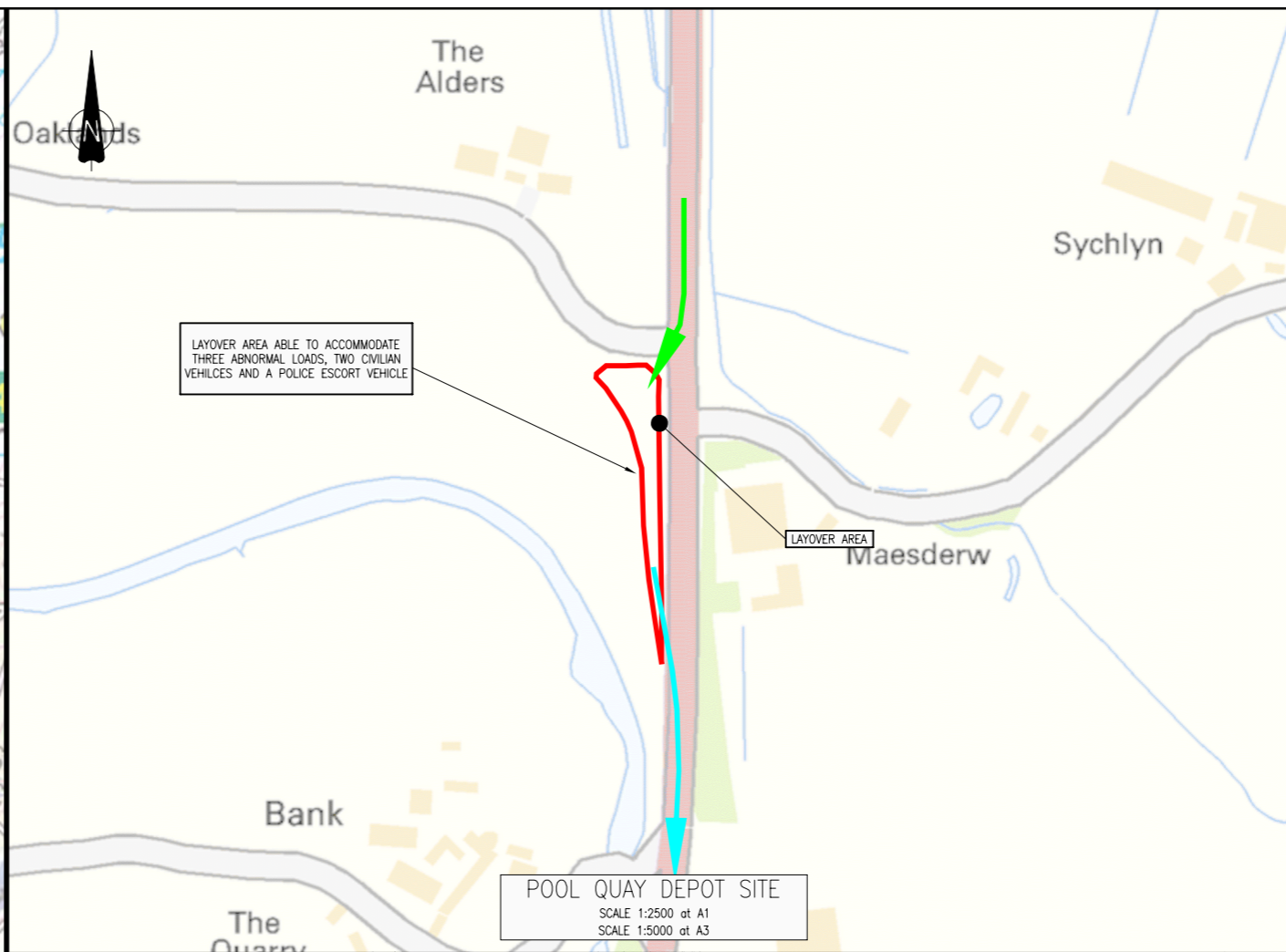
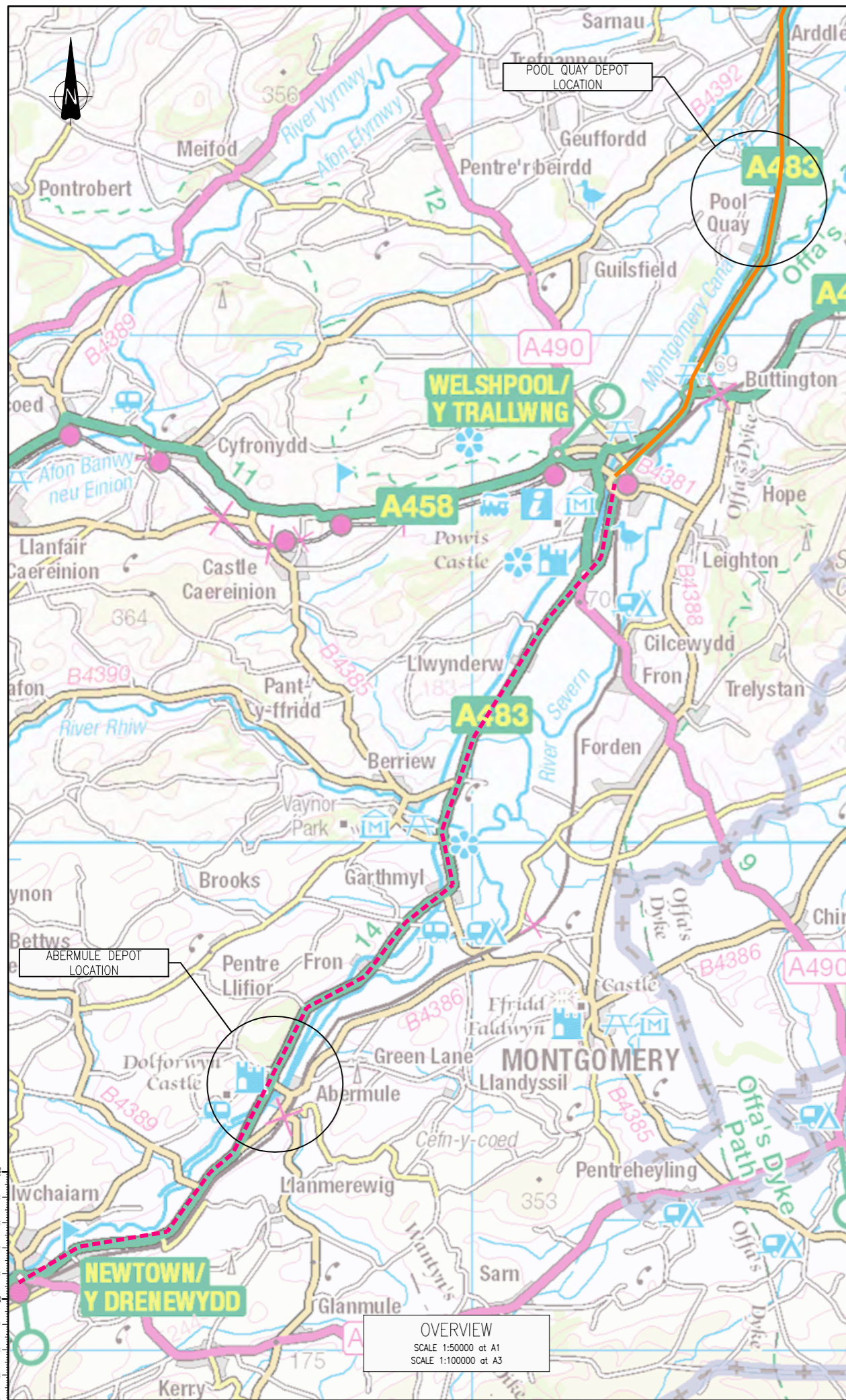
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PROJECT  
**STRATEGIC TRAFFIC MANAGEMENT PLAN FOR MID WALES WIND FARMS**

TITLE  
**FIGURE 1-2a POTENTIAL LAYOVER AREA LOCATIONS**

STATUS  
**FOR INFORMATION**

DRAWN SB	CHECKED IFT	APPROVED LC
DATE 22.03.12	DATE 22.03.12	DATE 22.03.12
DRAWING SCALE AS SHOWN		ORIGINAL DRAWING SIZE 594 x 841 - A1
DRAWING No 108526-FIG 1-2a	REV P1	



**NOTES**

**LEGEND**

- COMMON SECTION OF ROUTE
- SECTION 4: WELSHPOOL TO NEWTOWN
- CONVOY IN
- CONVOY OUT

P2	SITE SPECIFIC INFORMATION ADDED	MC	IFT	DLP	13/08/12
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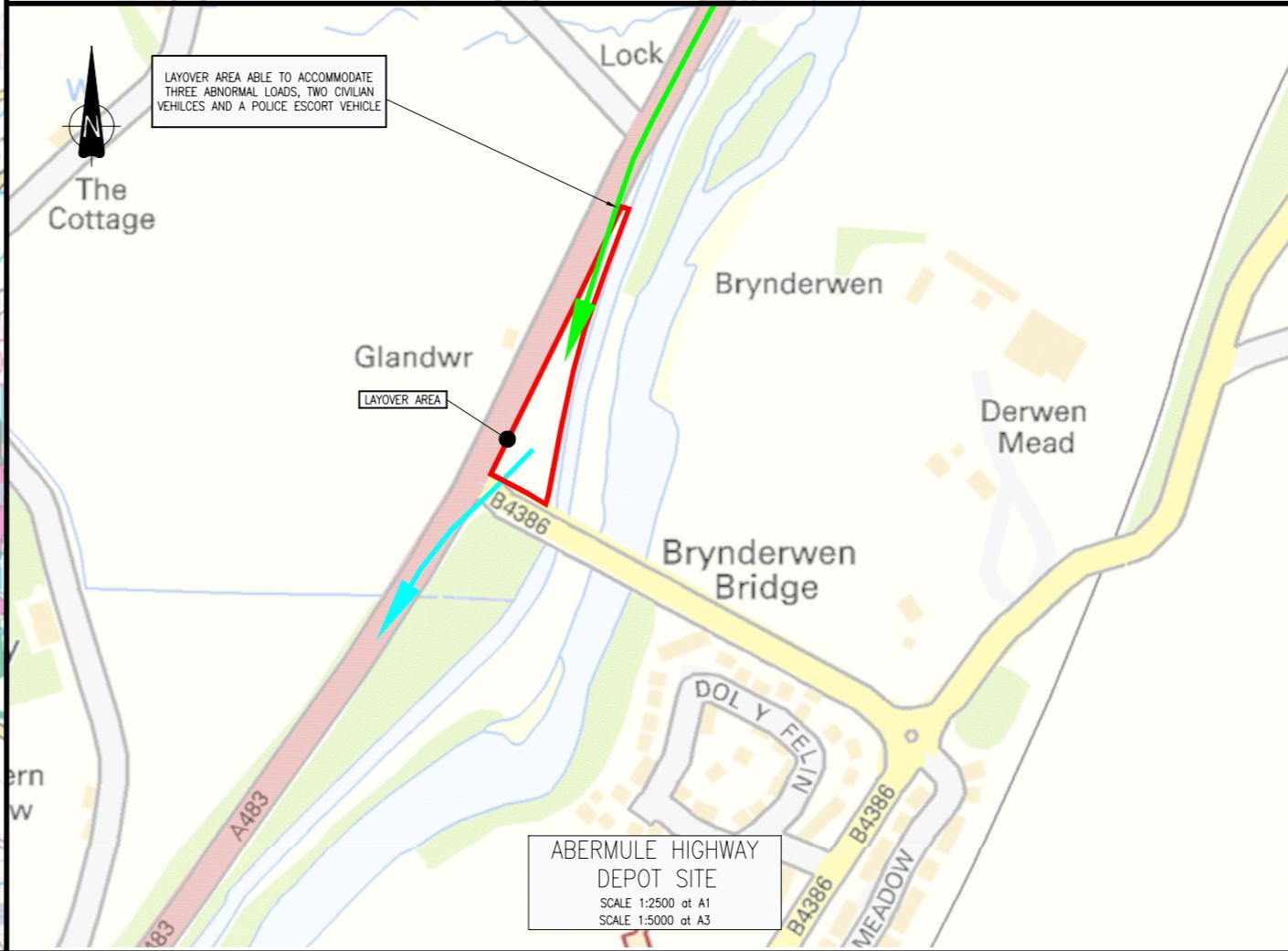
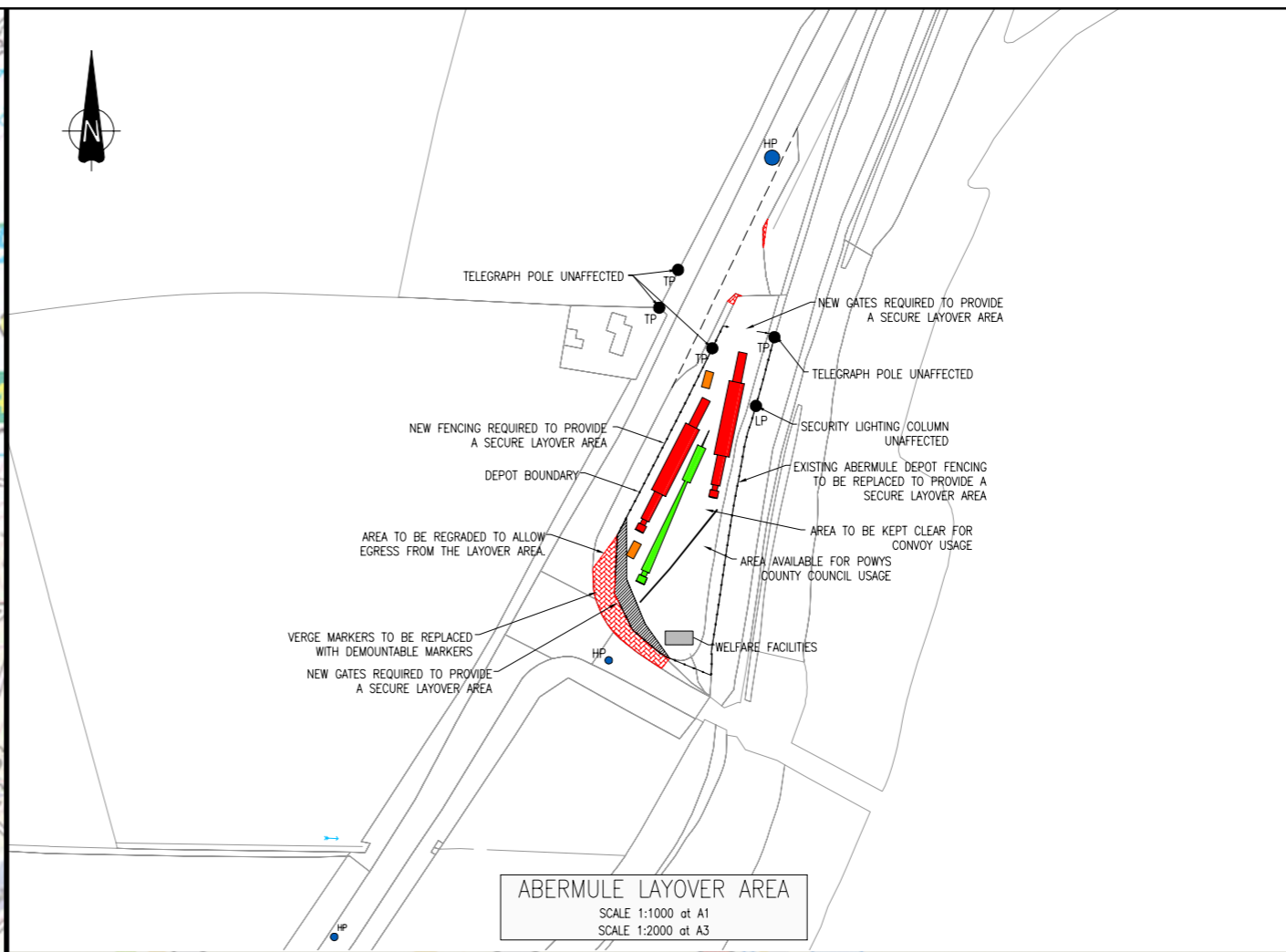
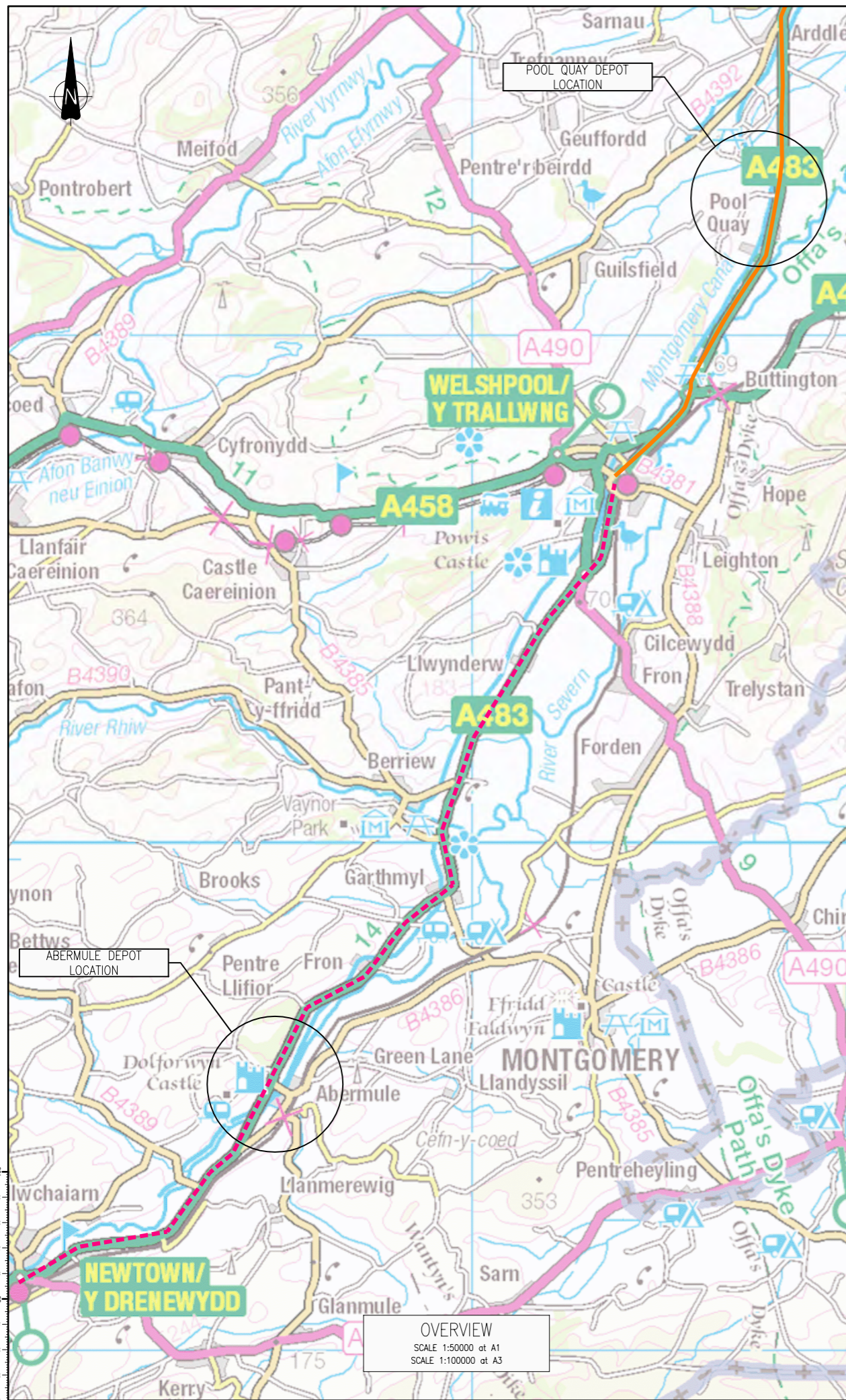
**PROJECT**  
STRATEGIC TRAFFIC MANAGEMENT PLAN FOR MID WALES WIND FARMS

**TITLE**  
FIGURE 1-2b  
POTENTIAL LAYOVER AREA LOCATION  
POOL QUAY HIGHWAY DEPOT

**STATUS**  
FOR INFORMATION

DRAWN SB	CHECKED IFT	APPROVED LC
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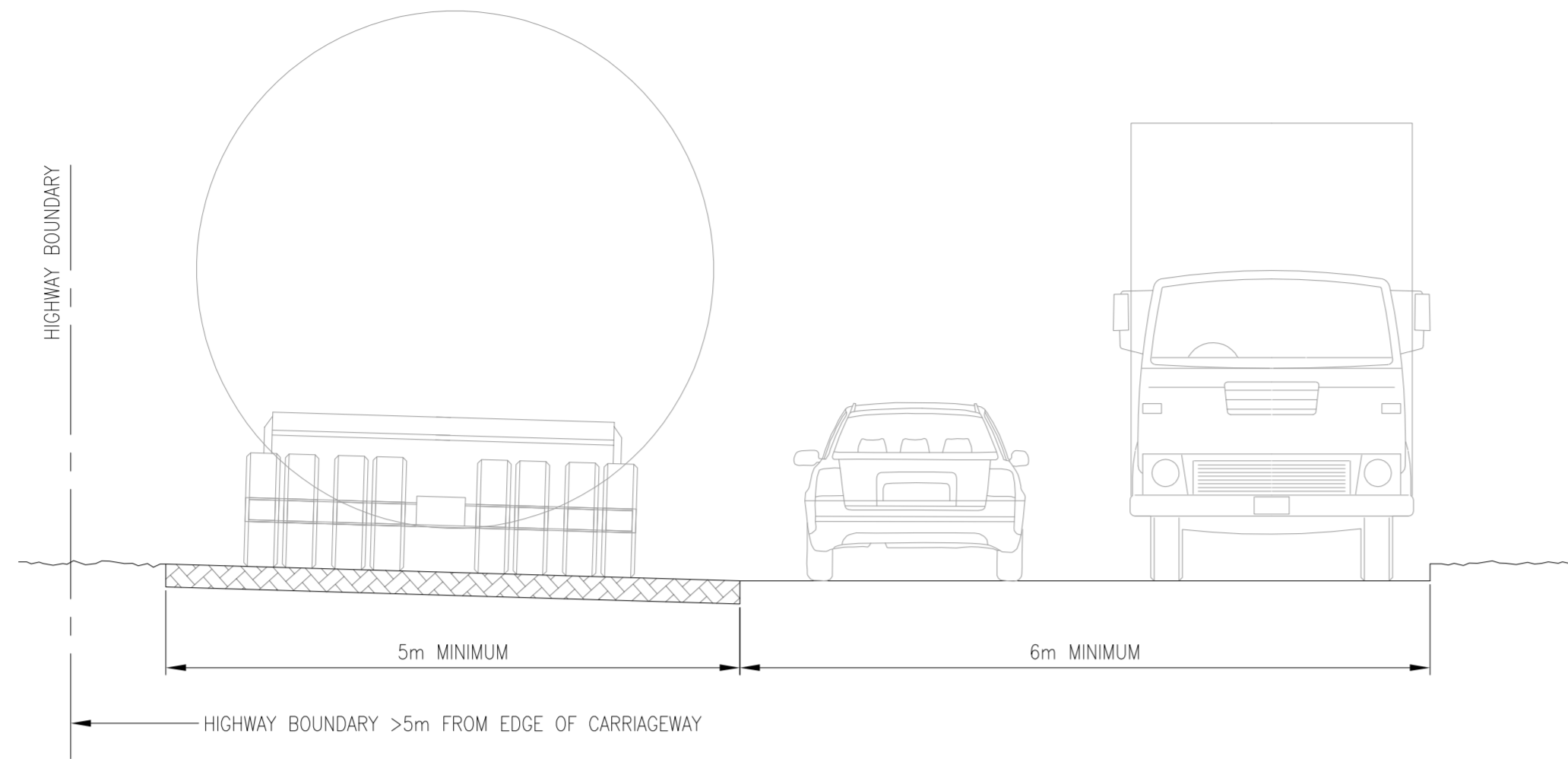
DRAWING No. **108526-FIG 1-2b** REV. **P2**



NOTES				
<b>LEGEND</b>				
	COMMON SECTION OF ROUTE			
	SECTION 4: WELSHPOOL TO NEWTOWN			
	CONVOY IN			
	CONVOY OUT			
	POLICE HOLDING POINT			
	ROAD SIGN			
	TELEGRAPH POLE			
	HARDENED VERGE			
	RETAINING STRUCTURE			
	SAFETY BARRIER			
	PHOTOGRAPH LOCATION AND DIRECTION			
	NEW CARRIAGEWAY SURFACE			
<b>VEHICLES LEGEND</b>				
	TOWER BASE SECTION VEHICLE			
	45m BLADE VEHICLE			
	CIVILIAN ESCORT VEHICLE			
	POLICE ESCORT VEHICLE			
<b>NOTES</b>				
1. REFER TO FIGURE 1-4a FOR FURTHER INFORMATION ON ASSUMED DELIVERY VEHICLES.				
2. BLADE DELIVERY VEHICLE ASSUMED TO LEAD AS IT WILL SET THE CONVOY SPEED.				
3. ENVIRONMENTAL ASSESSMENT OF PROPOSED WORKS TO BE UNDERTAKEN BY OTHERS.				
4. THE WORKS IDENTIFIED ARE PRELIMINARY SOLUTIONS ONLY. TOPOGRAPHICAL SURVEY OF THE AREA MAY BE REQUIRED PRIOR TO FURTHER DESIGN DEVELOPMENT.				
5. ONSITE MEASUREMENTS TAKEN AT LOCATIONS OF PROPOSED PASSING PLACES.				
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CLIENT <b>RENEWABLEUK CYMRU</b>				
PROJECT <b>STRATEGIC TRAFFIC MANAGEMENT PLAN FOR MID WALES WIND FARMS</b>				
TITLE <b>FIGURE 1-2c POTENTIAL LAYOVER AREA LOCATION - ABERMULE HIGHWAY DEPOT</b>				
STATUS <b>FOR INFORMATION</b>				
DRAWN SPL	CHECKED IFT	APPROVED DLP		
DATE 09.08.12	DATE 09.08.12	DATE 09.08.12		
DRAWING SCALE AS SHOWN		ORIGINAL DRAWING SIZE 594 x 841 - A1		
DRAWING No <b>108526-FIG 1-2c</b>				REV <b>P1</b>

**NOTES**

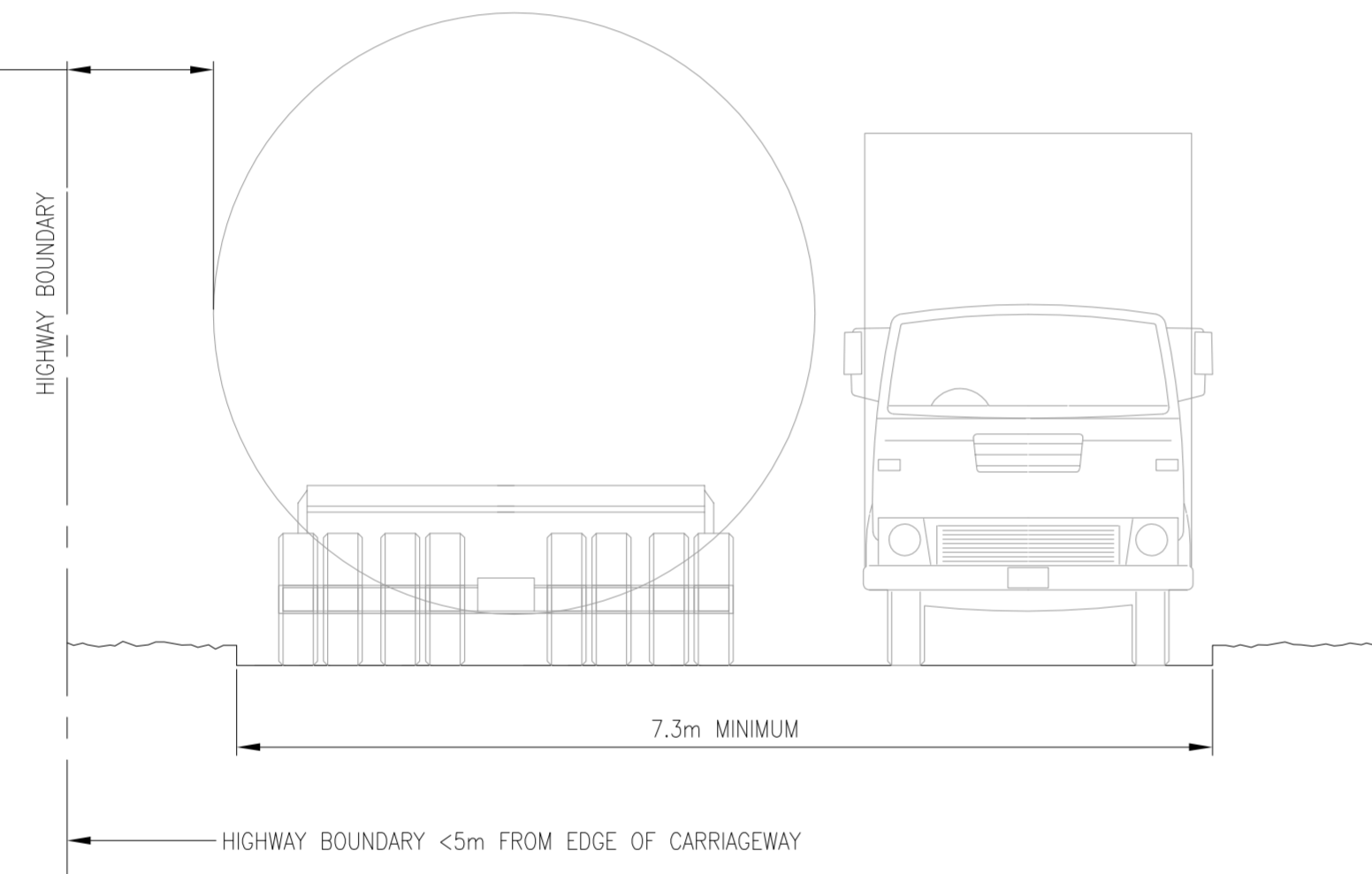
1. PASSING PLACES ASSUME POLICE ESCORT IS PRESENT.
2. CONVOY VEHICLE BASED ON TYPICAL 2-3MW TURBINE TOWER BASE SECTION.
3. REQUIRED HIGHWAY WIDTHS FOR VEHICLE PASSAGE BASED UPON DEPARTMENT FOR TRANSPORT MANUAL FOR STREETS.
4. HARDENED VERGES TO BE FORMED IN CELLULAR GRASSED REINFORCED CONCRETE PAVING OR SIMILAR.



**OFF-CARRIAGEWAY PASSING PLACE**

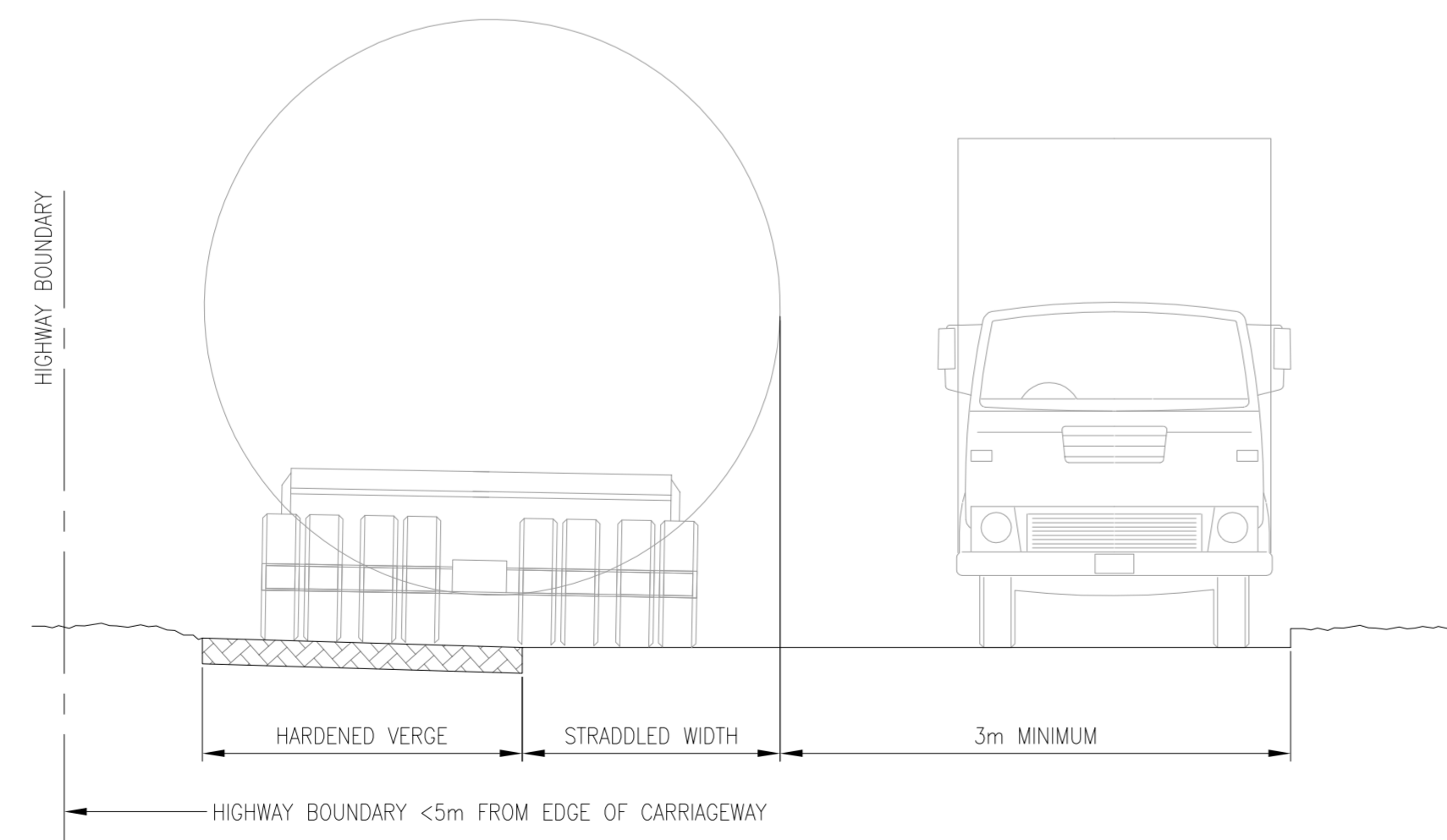
PREFERRED OPTION WHERE THE AVAILABLE WIDTH OF VERGE ALLOWS FOR 5m WIDE LAYBY. ALLOWS FOR 2 WAY TRAFFIC TO PASS CONVOY.

CONVOY VEHICLE COULD OVERHANG VERGE BY A MAX OF 0.875m AND INCREASE WIDTH FOR OVERTAKING VEHICLES



**ON-CARRIAGEWAY PASSING PLACE**

IN CASES WHERE THE AVAILABLE WIDTH OF VERGE DOES NOT ALLOW FOR AN OFF-ROAD PASSING PLACE, THE CONVOY WILL BE HALTED ON THE HIGHWAY AND ONCOMING TRAFFIC STOPPED TO ALLOW VEHICLES TO OVERTAKE. WHERE CARRIAGEWAY WIDTH IS GREATER THAN 7.3m, THE CONVOY WILL REMAIN ON THE ROAD ALLOWING A SINGLE LINE OF TRAFFIC TO PASS CONVOY.



**PARTIALLY OFF-CARRIAGEWAY PASSING PLACE**

IN CASES WHERE THE AVAILABLE WIDTH OF VERGE DOES NOT ALLOW FOR AN OFF-ROAD PASSING PLACE, THE CONVOY WILL BE HALTED ON THE HIGHWAY AND ONCOMING TRAFFIC STOPPED TO ALLOW VEHICLES TO OVERTAKE. WHERE CARRIAGEWAY WIDTH IS LESS THAN 7.3m, A HARDENED VERGE WILL BE REQUIRED TO ALLOW THE CONVOY TO STRADDLE VERGE TO ENABLE A SINGLE LINE OF TRAFFIC TO PASS CONVOY.

P2	ON CARRIAGEWAY PASSING PLACE NOTE & SCALE NOTES AMENDED	IFT	MC	DLP	2003/12
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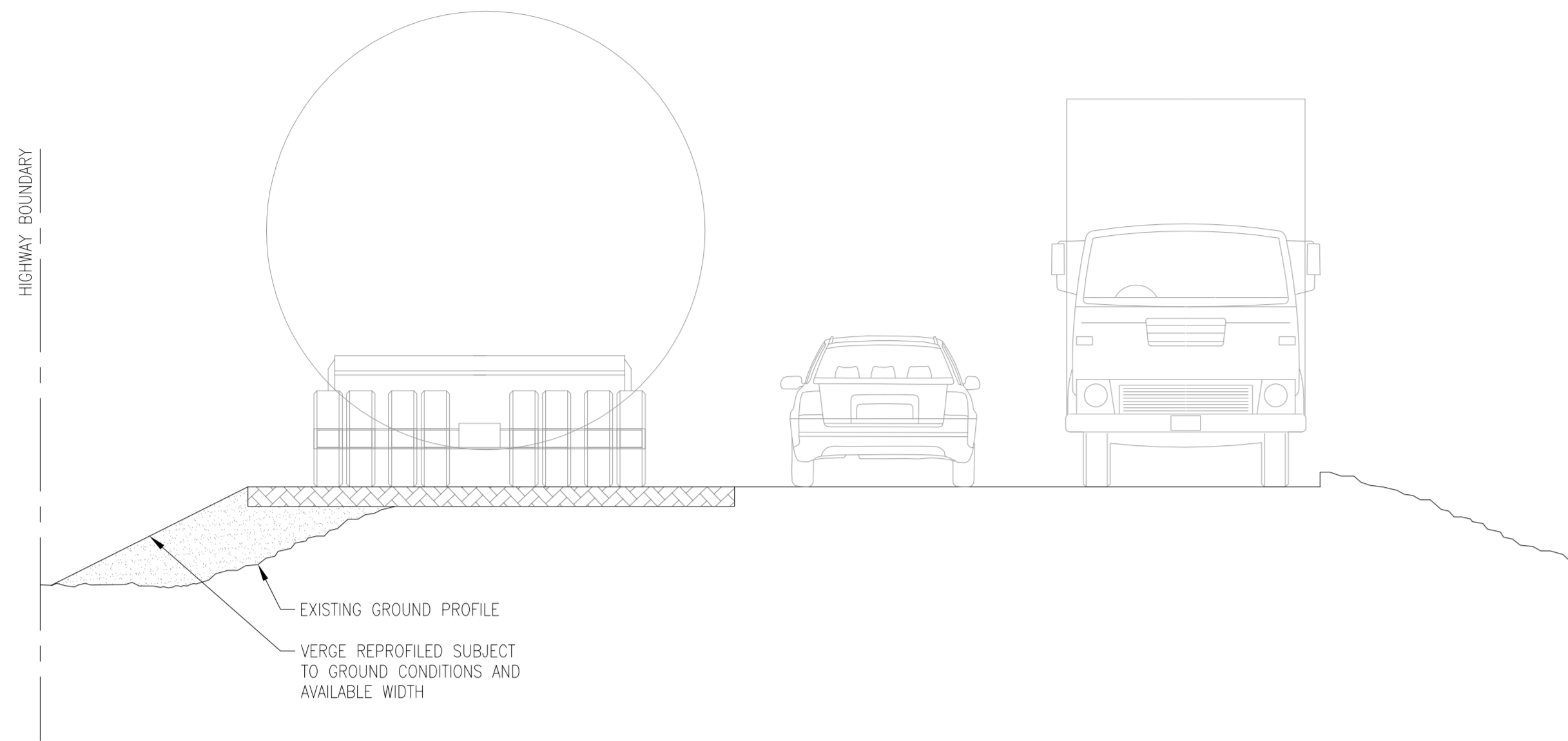
TITLE

**PASSING PLACE TYPICAL DETAILS SHEET 1 OF 2**

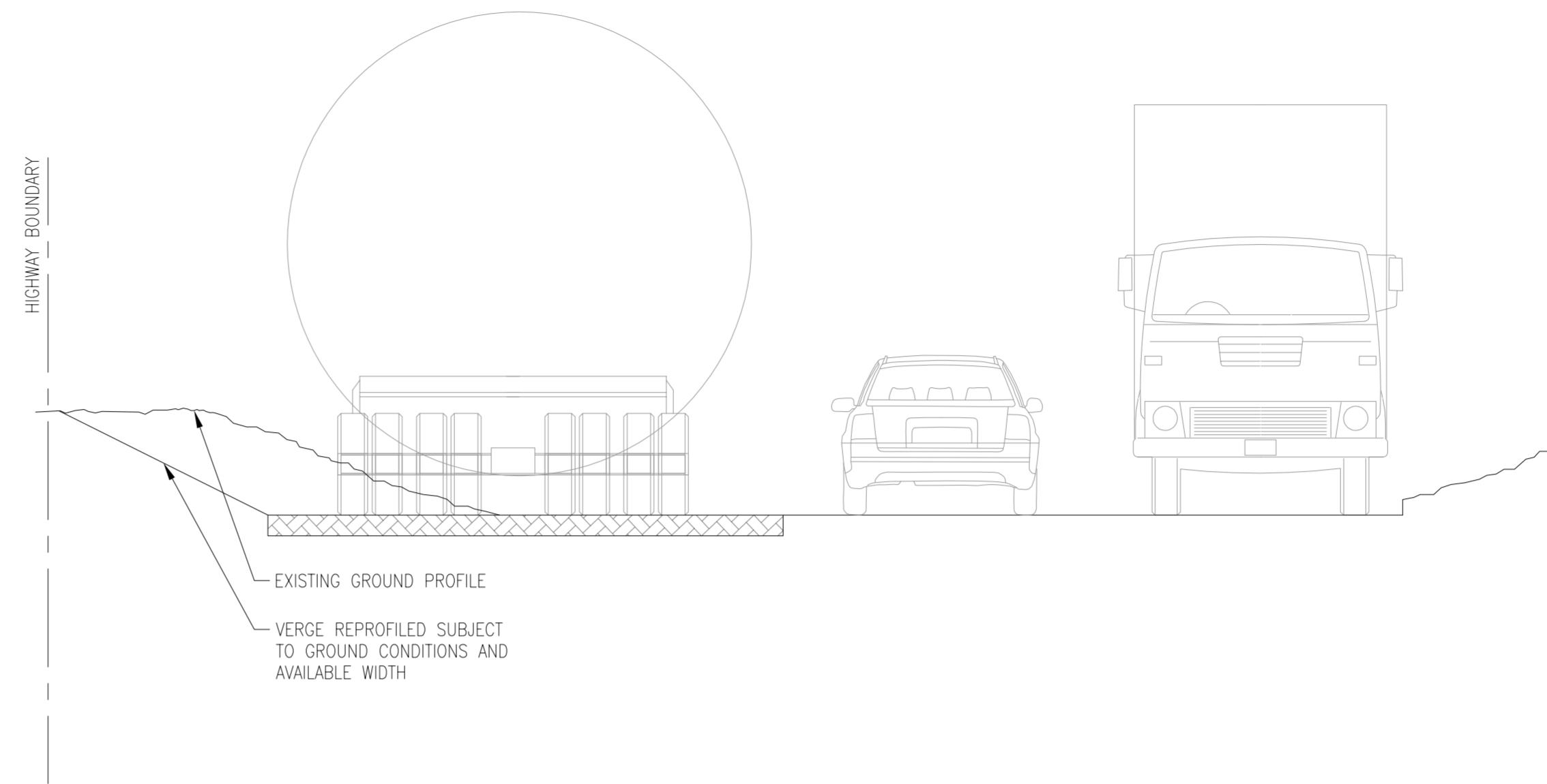
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**FOR INFORMATION**

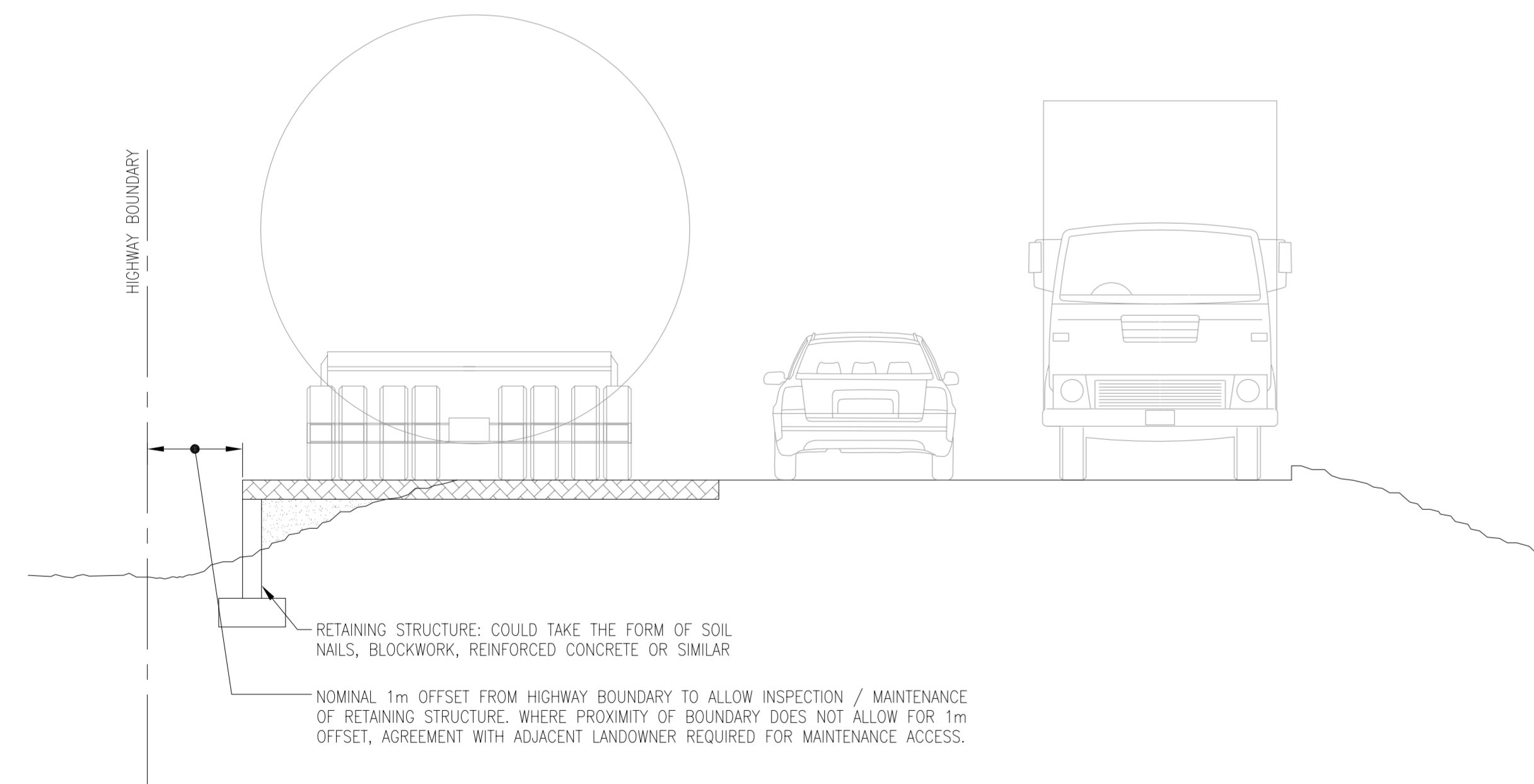
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AR	JP	DH
DATE	DATE	DATE
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DRAWING SCALE	ORIGINAL DRAWING SIZE	
1:50 at A1 1:100 at A3	594 x 841 - A1	
DRAWING No	REV	
108526-FIG 1-3a	P2	



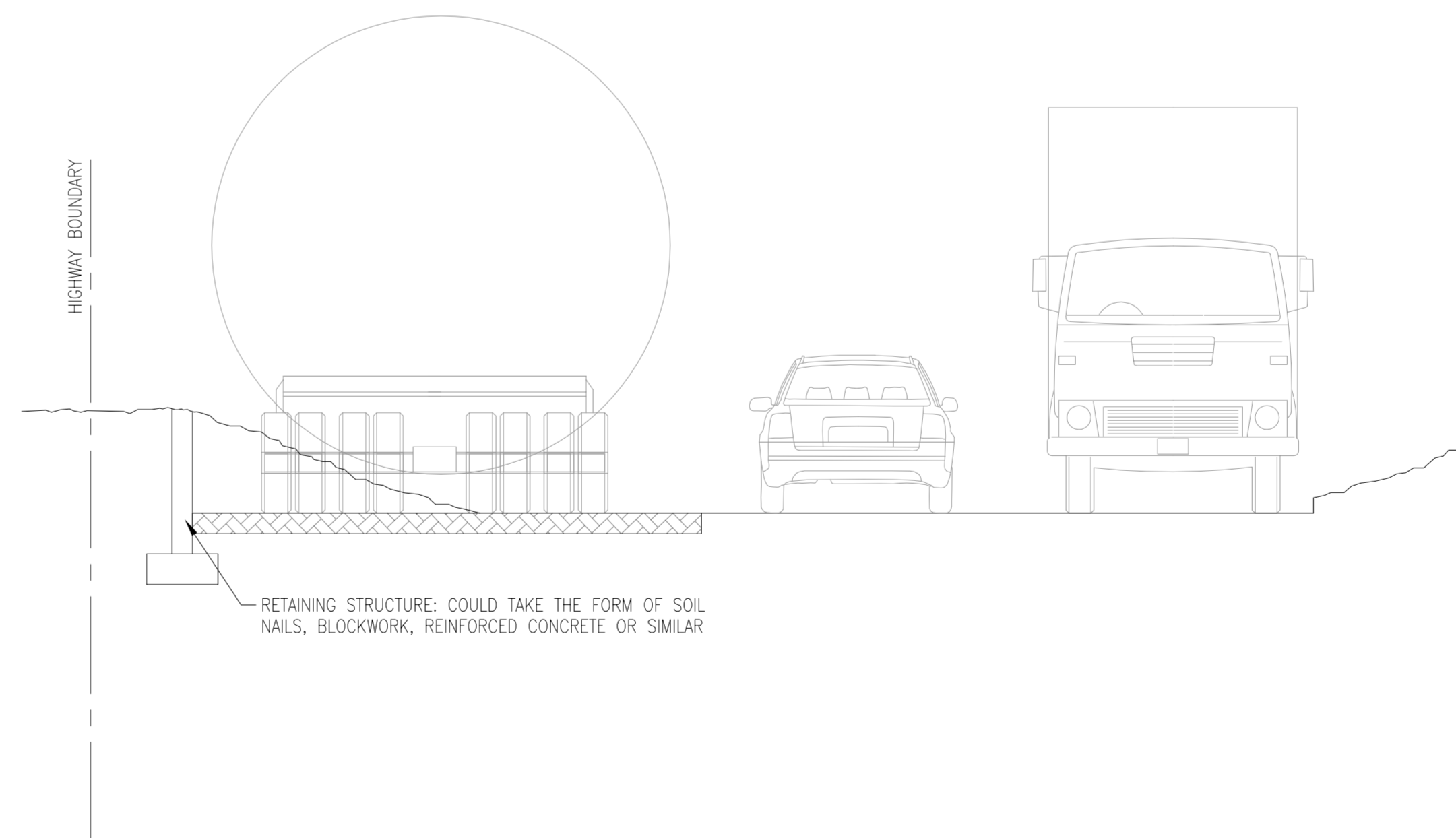
HARDENED VERGE ON EMBANKMENT WHERE SLOPE REPROFILING IS POSSIBLE WITHIN HIGHWAY BOUNDARY



HARDENED VERGE IN CUTTING WHERE SLOPE REPROFILING IS POSSIBLE WITHIN HIGHWAY BOUNDARY



HARDENED VERGE ON EMBANKMENT WHERE SLOPE REPROFILING IS NOT FEASIBLE WITHIN HIGHWAY BOUNDARY



HARDENED VERGE IN CUTTING WHERE SLOPE REPROFILING IS NOT FEASIBLE WITHIN HIGHWAY BOUNDARY

NOTES

1. PASSING PLACES ASSUME POLICE ESCORT IS PRESENT.
2. CONVOY VEHICLE BASED ON TYPICAL 2-3MW TURBINE TOWER BASE SECTION.
3. REQUIRED HIGHWAY WIDTHS FOR VEHICLE PASSAGE BASED UPON DEPARTMENT FOR TRANSPORT MANUAL FOR STREETS.
4. HARDENED VERGES TO BE FORMED IN CELLULAR GRASSED REINFORCED CONCRETE PAVING OR SIMILAR.
5. REQUIRED HIGHWAY WIDTHS FOR VEHICLE PASSAGE BASED UPON DEPARTMENT FOR TRANSPORT MANUAL FOR STREETS.
6. ANY EXISTING WATERCOURSES TO BE RETAINED. CATCHMENT ASSESSMENTS TO BE UNDERTAKEN AS REQUIRED.

P2	SCALE NOTES AMENDED	IFT	MC	DLP	2003/12
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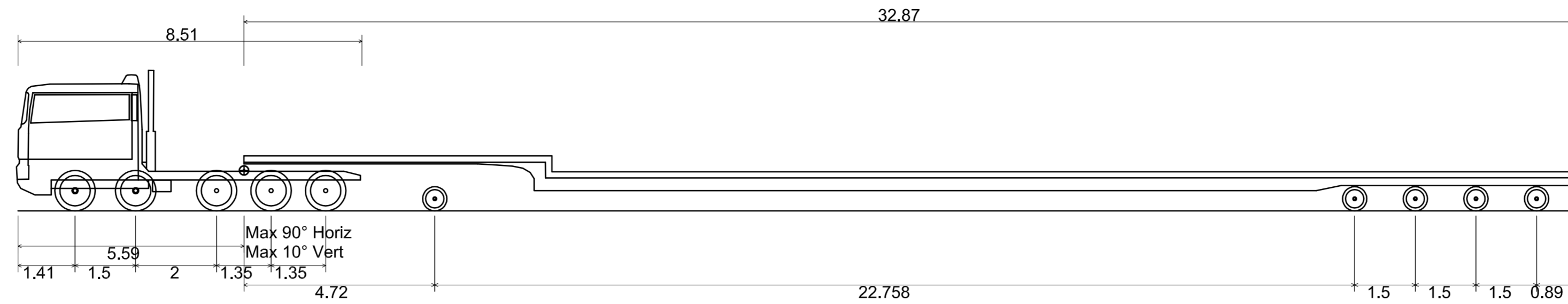
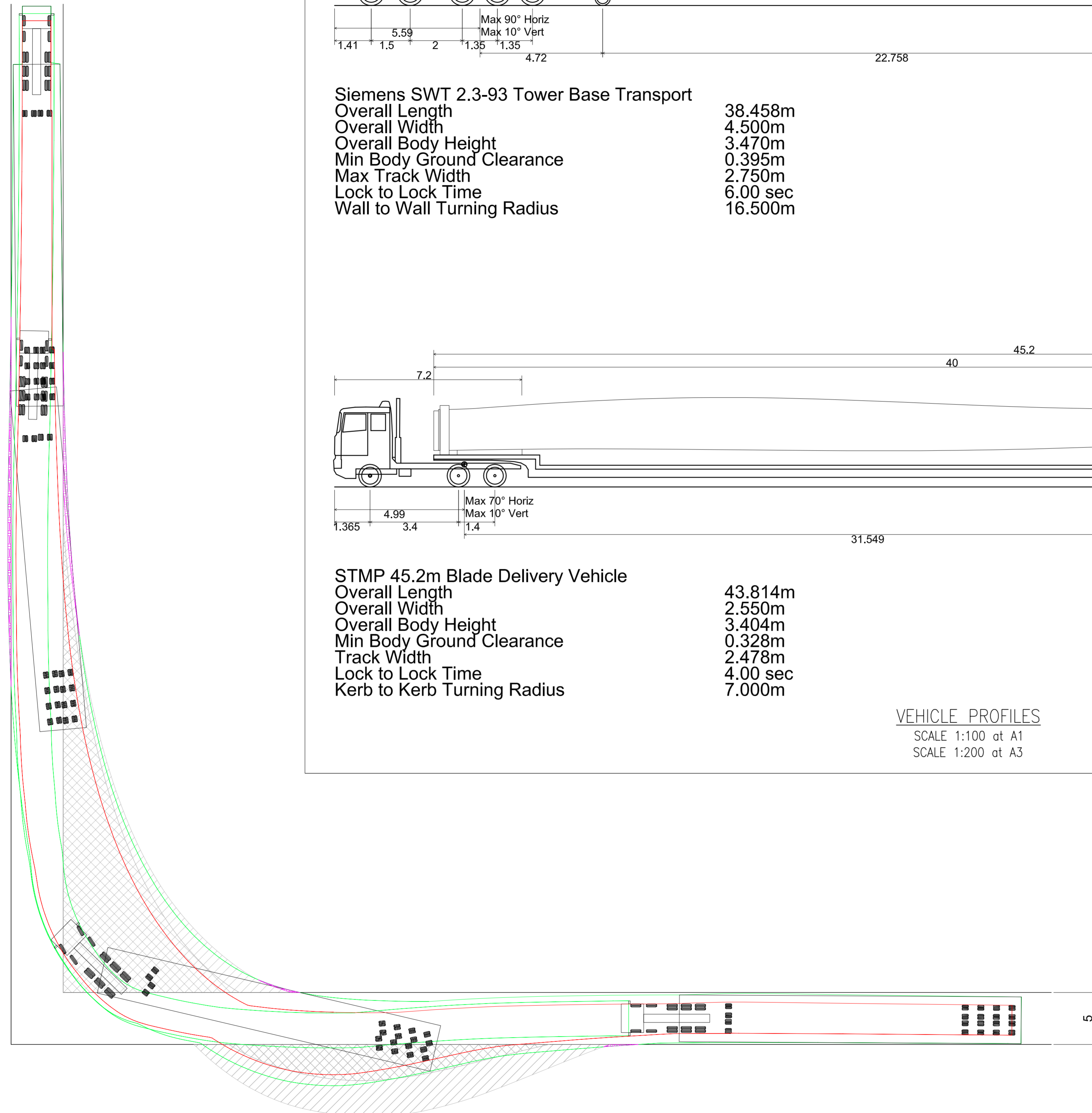
PROJECT  
**STRATEGIC TRAFFIC MANAGEMENT PLAN FOR MID WALES WIND FARMS**

TITLE  
**PASSING PLACE TYPICAL DETAILS SHEET 2 OF 2**

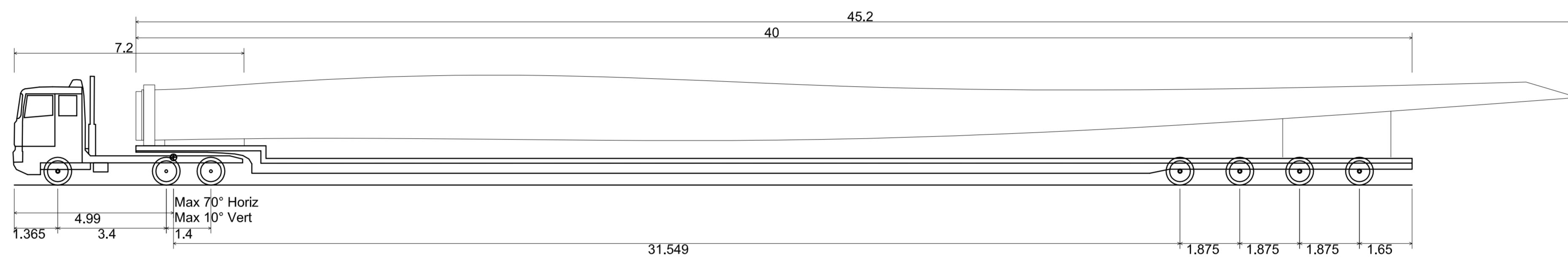
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**FOR INFORMATION**

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AR	JP	DH
DATE	DATE	DATE
07/09/11	07/09/11	07/09/11
DRAWING SCALE	1:50 at A1	ORIGINAL DRAWING SIZE
	1:100 at A3	594 x 841 - A1

DRAWING No  
**108526-FIG 1-3b** REV. **P2**



**Siemens SWT 2.3-93 Tower Base Transport**  
 Overall Length 38.458m  
 Overall Width 4.500m  
 Overall Body Height 3.470m  
 Min Body Ground Clearance 0.395m  
 Max Track Width 2.750m  
 Lock to Lock Time 6.00 sec  
 Wall to Wall Turning Radius 16.500m



**STMP 45.2m Blade Delivery Vehicle**  
 Overall Length 43.814m  
 Overall Width 2.550m  
 Overall Body Height 3.404m  
 Min Body Ground Clearance 0.328m  
 Track Width 2.478m  
 Lock to Lock Time 4.00 sec  
 Kerb to Kerb Turning Radius 7.000m

**VEHICLE PROFILES**  
 SCALE 1:100 at A1  
 SCALE 1:200 at A3

**SWEPT PATH MOVEMENTS**  
 SCALE 1:250 at A1  
 SCALE 1:500 at A3

**NOTES**

**NOTES**

- AREA AFFECTED BY BLADE VEHICLE OVERSAIL
- AREA AFFECTED BY BLADE VEHICLE CHASSIS SWEEP PATH
- ADDITIONAL AREA AFFECTED BY TOWER VEHICLE OVERSAIL

1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. BLADE DELIVERY VEHICLE BASED UPON THE DRY RUN VEHICLE INFORMATION.
3. TOWER BASE DELIVERY VEHICLE BASED UPON THE SIEMENS 2.3 - 93 AS A WORSE CASE VEHICLE FOR WIDTH.
4. VEHICLES SIMULATED USING PASSIVE STEERING AS THE WORST CASE.
5. BLADE VEHICLE HATCHED AREAS TAKEN AS THE MINIMUM NEEDED FOR THE SWEEP PATH. DURING THE DESIGN A 300mm CLEARANCE TO THE AUTOTRACK PATH WILL BE USED.
6. DUE TO THE CIRCULAR NATURE OF THE TOWER SECTIONS, THE EXTREMITIES ARE AT AN APPROXIMATE HEIGHT OF 2.5m.

P2	SCALE NOTES AMENDED	IFT	MC	DLP	2003/12
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TITLE  
**FIGURE 1-4a  
 SWEPT PATH ANALYSIS  
 VEHICLE COMPARISON**

STATUS  
**FOR INFORMATION**

DRAWN	CHECKED	APPROVED
DPL	MC	
DATE	DATE	DATE
25/08/11	25/08/11	
DRAWING SCALE	ORIGINAL DRAWING SIZE	
AS SHOWN	594 x 841 - A1	

DRAWING No **108526-FIG 1-4a** REV **P2**