

## Llandinam Windfarm Repowering and Extension

### Supplementary Environmental Information – April 2013

#### Errata to the Non-Technical Summary

1.1 CeltPower Limited ("CeltPower") applied on 9 May 2008 under section 36 of the Electricity Act 1989 for consent for the repowering and extension of the Llandinam wind farm, including the decommissioning of existing turbines and their replacement (as presently proposed) with 34 new turbines with installed capacity of up to 102 MW and other infrastructure. Celtpower submitted in April 2013 Supplementary Environmental Information (SEI) assessing changes to the design of the repowered wind farm, and addressing matters raised by Consultees and the public on the Environmental Statement (dated May 2008) and previous Supplementary Environmental Information (dated December 2011). .

1.2 Celtpower has identified errors in the Non-Technical Summary issued as part of the 2013 SEI. This Errata document identifies and corrects those errors, providing corrected wording. Note that where relevant deleted text is shown using strikethrough and new text is underlined.

1.3 Chapter 3, paragraph 8 should now read:

*"The 2013 SEI makes changes to a section of the abnormal load route. ~~On the A470 at North East of Talgarth Bronllys,~~ the route will now continue northwards on the A479 and A470 towards northwards to Builth Wells, then take the A483 northwards to Crossgates, following the A483 to site. This avoids the village of Eardisley and reduces impacts on the highway network. The new route ~~through~~ past Builth Wells will require the installation of a temporary bailey bridge crossing the River Wye and road works to increase the headroom under the railway bridge on the A483 at Crossgates. There would also be minor changes to the land take at and along the access to the Site from the A483, to provide opportunities for further passing places."*

1.4 Chapter 6, paragraph 17 should now read:

*The assessment indicates that significant ~~landscape and visual~~-effects are predicted to occur at 4-15 of the 27 26-viewpoints. Of these 27 viewpoints, 7 were assessed as having significant effects on landscape character at the viewpoints while 15 were assessed as having significant effects on visual amenity at the viewpoints. Details of the affected viewpoints are provided in Tables 6-6 and 6-7 of Chapter 6 in Volume 1 of the 2013 SEI. ~~selected for the assessment as a result of the Development, as follows:~~*

- ~~Pant-y-dwr, 7 km southwest of the Development;~~
- ~~Grach, 2 km south of the Development;~~
- ~~'Riverside Café' alongside the A470, 3.5 km west of the Development; (not sig) and~~
- ~~Caersws, 5.5 km north of the Development. (sig vis, not landscape)~~

1.5 Chapter 6, paragraph 20 should now read:

*"An assessment has also been made of the potential impacts upon landscape fabric associated with works required to accommodate larger abnormally loaded vehicles to the application site and trunk road during the construction phase, this has been updated in the current 2013 SEI. The works would comprise removal of some roadside vegetation at a limited number of locations along the access route such as on the minor roads between the A483 and the site. ~~and three laybys on the A438 between Glasbury and Llandrindod Wells along the trunk road network.~~"*

1.6 Chapter 6, paragraph 23, the number of viewpoints should be changed from 26 to 27. The number of viewpoints with significant effects in terms of landscape character should be changed from 8 to 7 and in respect of visual amenity it should be changed from 13 to 15.

1.7 Chapter 8, paragraph 3 should now read:

*"Whilst the type of valley mire found in the study area is widespread in the uplands of mid Wales, it provides a functional value over and above its vegetation value. The effect on valley mire on the site due to the Development is anticipated to be major when assessing effects at a local scale, although taken as a whole, the residual effect on integrity of the habitats onsite is only considered to be a moderate-minor effect, and therefore not significant (based on the significance criteria used for assessing ecology impacts outlined in the original ES). The 2013 SEI design change resulted in a reduction of five turbines and associated infrastructure effects on peatland habitats from the 2011 SEI. In addition, the 2013 SEI also details mitigation measures which will reduce impacts on valley mire and other peatland habitats further. Although the design changes are considered to result in a reduced effect than the layout presented in the 2011 SEI (and original ES), the significance of the residual impacts remains broadly the same to that presented in the 2011 SEI, as discussed below."*

1.8 Chapter 8, paragraph 4, delete all references to water voles.

1.9 Chapter 8, paragraph 10 should now read:

*"The works required offsite along the ~~trunk road~~ abnormal load route to site are likely to be limited to the cutting back of vegetation (e.g. over-hanging trees or tree lines/hedges that may need trimming back) and ~~two areas~~ some areas where relatively small scale road widening will be needed. In general, the works required do not appear to be much beyond those that would be carried out through standard highway maintenance."*

1.10 Chapter 8, paragraph 11 should now read:

*~~"In addition to this road widening, there will also be three off-road holding points created along the trunk road route, comprising an area of less than 0.14 ha for each location. All three locations presently accommodate areas of grass verge, a few immature planted trees and sections of hedgerow. Areas within or adjacent to the existing highway where road works may be required presently accommodate areas of grass verge, a few immature planted trees, and sections of hedgerow. Although these locations also have the potential to support Dormice and breeding birds, appropriate mitigation measures have been outlined in the 2011 SEI in order to avoid any significant residual effects on these protected species."~~*