



Llywodraeth Cymru  
Welsh Government

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Transport - Trafnidiaeth

Eich cyf. Your ref  
Ein cyf. Our ref

15 March 2013

Dear Mr Banks,

**ELECTRICITY ACT 1989 (SECTIONS 36, 37, 62(3) AND SCHEDULE 8)  
TOWN AND COUNTRY PLANNING ACT 1990 (SECTION 90)**

**Application by Vattenfall dated 30 November 2007 for consent to construct and operate a  
59.5MW Wind Turbine Generating Station in Powys, Mid-Wales ("Llanbadarn Fynydd")**

**Supplementary Environmental Information**

I refer to the letter of 15 February 2013 from Dave Kenyon of AMEC regarding Supplementary Environmental Information (SEI) submitted in support of the above scheme.

I am responding on behalf of the Welsh Government as highway authority for the Welsh trunk road network. Please note that there are potential transportation impacts where the Welsh Government is not the highway authority. It is assumed that the applicant will liaise directly with all relevant highway authorities, including the Highways Agency, Powys County Council, Shropshire County Council and Cheshire West and Chester Council, regarding the potential transportation impacts on the remainder of the access route.

The strategic Traffic Management Plan for Mid Wales Wind Farms Sections 1, 2, 4 and 6 sets out the strategy for moving wind turbine components as Abnormal Indivisible Loads from the port of entry at Ellesmere Port to the site. The Welsh Government has been involved in the development of this strategy, and I can confirm that Sections 1, 2, 4 and 6 are acceptable in principle in respect of the above application.



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The Welsh Government as highway authority for the trunk road network in Wales strongly advises that any permission granted by the Department for Energy and Climate Change (DECC) should include the following conditions:

1. Full details of the highway works associated with the proposed new access onto the A483, referred to as the 'Western Access', as indicated on the approved plans, including the detailed design, geometric layout, construction and drainage, shall be submitted to and approved in writing by the Welsh Government as highway authority prior the commencement of any works.
2. The proposed new access onto the A483 as indicated on the approved plans, referred to as the 'Western Access', shall be completed to the satisfaction of the Welsh Government as highway authority prior to commencement of any works on the development site.
3. The visibility splays shown on the approved plans of the proposed new access onto the A483, referred to as the 'Western Access', shall at all times be kept free of any planting, tree or shrub growth, or any other obstruction in excess of 1.05 metres above the level of the adjoining carriageway.
4. Within 5 days of the new access onto the A483, referred to as the 'Western Access', hereby permitted being first brought into use, the existing access to Hafod Fach shall be permanently closed and the highway reinstated in accordance with the details to be agreed with the highway authority
5. Abnormal Indivisible Loads associated with the development shall be delivered strictly in accordance with the approved strategic Traffic Management Plan for Mid Wales Wind Farms Sections 1, 2, 4 and 6 or any subsequent Pre-construction Traffic Management Plan as shall be agreed with the relevant highway authority. In this respect, the Pre-construction Traffic Management Plan shall be submitted to and approved in writing by Welsh Government as Welsh trunk road highway authority prior to the commencement of any works.
6. Full details of the Welsh trunk road highway works associated with the construction of layover areas, passing places and highway improvements as indicated in the approved strategic Traffic Management Plan for Mid Wales Wind Farms Sections 1, 2, 4 and 6 or Pre-construction Traffic Management Plan including the detailed design, geometric layout, construction, drainage and street lighting shall be submitted to and approved in writing by the Welsh Government as highway authority prior the commencement of any required works.
7. All Welsh trunk road highway works associated with the construction of layover areas, passing places and highway improvements as indicated in the approved strategic Traffic Management Plan for Mid Wales Wind Farms Sections 1, 2, 4 and 6 or Pre-construction Traffic Management Plan shall be substantially complete to the satisfaction of the Welsh Government as highway authority prior to the commencement of abnormal load deliveries.
8. The developer shall provide Welsh Government with an assessment of the capacity and impact on all structures along the Welsh trunk road network including bridges, culverts, retaining walls, embankments etc. and shall be responsible for any improvement works identified as a result of the assessment.

9. The developer shall be liable for the cost of making good any incidental damage to the Welsh trunk road network including street furniture, structures, highway verge and carriageway surfaces.

The above conditions are included to maintain the safety and free flow of trunk road traffic.

However, the SEI identifies two alternative routes for the movement of Abnormal Indivisible Loads in the vicinity of Newtown: via the proposed A483/A489 Newtown bypass, or via the A489 Kerry Road and Heol Treowen. These routes are not covered by the strategic Traffic Management Plan for Mid Wales Wind Farms.

The Welsh Government as highway authority for the Welsh trunk road network has no objection in principle to the use of either the A483 between Newtown and Dolfor or the proposed A483/A489 Newtown bypass for the delivery of Abnormal Indivisible Loads associated with the proposed Llanbadarn Fynydd wind farm. However, there is insufficient information within the application to demonstrate that either option could be a viable route.

The A483/A489 Newtown bypass will be designed in accordance with the Design Manual for Roads and Bridges (DMRB). There will be opportunity for wind farm developers to influence the detailed design of the works during the design development stage to ensure that the bypass is appropriate for the movement of a specific type of turbine, on the basis that the cost of any additional work (including design) arising from developers' requirements is borne by the developers.

A further Traffic Management Plan will be required to identify how any impact on other traffic will be minimised along the alternative routes, including details of all necessary highway works. In the absence of this further information, the Welsh Government cannot be satisfied that the potential impact of the use of either of the two alternative routes proposed will not compromise the safety and free flow of traffic on the trunk road network in Wales.

Yours sincerely



Andrew Cochran

cc Robert Lilly - Department of Energy and Climate Change

