



Llywodraeth Cymru  
Welsh Government

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Transport - Trafnidiaeth

Eich cyf. Your ref  
Ein cyf. Our ref

9 September 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 RES UK & Ireland Limited dated 27 March 2009 for consent to construct and operate a 100 MW Wind Turbine Generating Station in Powys, Mid-Wales ("Llanbrynmair")**

**Statement of Case for Session 2: Strategic Search Area B**

Please consider this letter as the Statement of Case from the Welsh Government as highway authority for the trunk road network in Wales (hereafter referred to as "WG") for Session 2: Strategic Search Area (SSA) B of the conjoined public inquiry covering the above application.

The Llanbrynmair wind farm proposes using the strategic Traffic Management Plan for Mid Wales wind farms (sTMP) for the delivery of Abnormal Indivisible Loads (AILs). The sTMP is acceptable in principle to WG in relation to the trunk road network in Wales. WG is satisfied that the potential impact of the Llanbrynmair development on the trunk road network can be managed in accordance with the methodology set out in the sTMP to ensure the safety and free flow of trunk road traffic. It is understood that the impact of AIL movements along this strategic route will be considered with other Matters in Common/Cumulative Effects in Session 4 of the inquiry.

It is understood that the cumulative impact on the Welsh trunk road network of general construction traffic associated with proposed wind farm developments in the planning system, including Llanbrynmair, will also be covered in Session 4.



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ALLs associated with the Llanbrynmair wind farm will depart the strategic route set out in the sTMP via a short length of private haul road between the A458 and the minor road at Llanerfyl.

General construction traffic associated with the Llanbrynmair wind farm will access the site from the A470 to the south, via an existing junction at Talerddig. Improvement works to this junction are proposed as part of the application.

WG has no objection in principle to the works at the trunk road junctions in Llanerfyl or Talerddig as shown on drawings 60283248-P-040 revision G 60283248-P-041 revision G, subject to the inclusion of a number conditions relating to their implementation.

WG therefore strongly advises that any permission granted by DECC should include the conditions set out below. Please note that the wording of these conditions is currently under discussion with the applicant and Powys County Council and may be subject to change prior to Session 4 of the inquiry.

1. Full details of the highway works for the proposed private haul road between the A458 and the minor road at Llanerfyl, as indicated in principle on AECOM Drawing Number 60283248-P-041 Revision G, including the detailed design, geometric layout, construction, drainage and street lighting shall be submitted to and approved in writing by the local planning authority, in consultation with the Welsh Government as the trunk road highway authority or any other highway authority, prior to the commencement of abnormal indivisible load deliveries. The works shall be implemented in accordance with the approved details prior to the commencement of abnormal indivisible load deliveries and the works to be retained thereafter for the duration of the development.
2. Full details of the highway works for the A470 Talerddig junction, as indicated in the principle as Option 1 on AECOM Drawing Number 60283248-D-040 Revision G, including the detailed design, geometric layout, construction and drainage shall be submitted to and approved in writing by the local planning authority, in consultation with the Welsh Government as the trunk road highway authority or any other highway authority, prior to the commencement of any development.
3. 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 and 3 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 the local planning authority following consultation with the Welsh Government as trunk road highway authority or other relevant highway authority prior to the commencement of any abnormal indivisible load deliveries to the development site.
4. No development works shall be undertaken until full details of the 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 and 3 or any subsequent Pre-construction Traffic Management Plan including:

- a. the detailed design of any works;
- b. geometric layout;
- c. construction methods;
- d. drainage; and
- e. street lighting;

have been submitted to and approved in writing by the local planning authority following consultation with the Welsh Government as trunk road highway authority or other relevant highway authority. The highway works shall be completed in accordance with the approved details prior to the commencement of any abnormal indivisible load deliveries to the development site.

5. No on-site development works shall be undertaken until an assessment of the capacity and impact on all structures along those parts of the trunk road network which shall be utilised during the construction of development including bridges, culverts, retaining walls, embankments and details of any improvement works required to such structures as a result of construction of the development shall be submitted to and approved by the local planning authority following consultation with the Welsh Government as trunk road highway authority or other relevant highway authority (as appropriate). The required improvement works identified in the assessment shall be completed prior to the commencement of any abnormal load deliveries to the development site.
6. The short section of private haul road in Llanerfyl shall be made available for use without penalty for the movement of any abnormal load as required by the highway authority in the future.

The A458 junction at Llanerfyl and the A470 junction at Talerddig are not intended to be used by any of the other wind farms involved in the conjoined public inquiry. The works proposed to these junctions are therefore considered to be local, rather than strategic, transport issues and so will be discussed in Session 2 of the inquiry. The works proposed to the A458 junction at Llanerfyl and the A470 junction at Talerddig are the only elements of the Llanbrynmair application affecting the Welsh trunk road network that will be considered in Session 2 of the inquiry. This Statement of Case therefore only covers the works at these junctions.

WG does not propose to give oral evidence at the inquiry, unless requested by the Inspector. WG does not therefore propose to call witnesses or cross examine other witnesses, but is content to submit its representations in writing.

Yours sincerely



Debbie Hudd

