



**MID WALES CONJOINED PUBLIC INQUIRY**

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

**STATEMENT OF COMMON GROUND**

**between**

**FFERM WYNT LLAITHDDU CYF &  
CELTPOWER LIMITED**

**WORKS TO TRUNK ROADS AND DELIVERY PERIODS**

**February 2014**





- 1.1 This statement is agreed by Fferm Wynt Llaithddu Cyf ("FWL") and Celtpower Limited ("Celtpower") and relates to the strategic transport routes proposed for delivery of turbine parts and other Abnormal Indivisible Loads (AILs) on the trunk-road network.
- 1.2 FWL is promoting the Llaithddu Wind Farm, whilst Celtpower is promoting the repowering of their existing Llandinam Wind Farm. The proposed AIL access route for Llaithddu is described in the Llaithddu Traffic Management Plan (TMP) and for Llandinam in its draft TMP. AILs for both developments will be brought from the port of Newport in the south. Over much of their proposed delivery routes, AIL deliveries for either wind farm will follow the same trunk roads.
- 1.3 The two proposed routes diverge south of Builth Wells. The AILs for delivery to Llaithddu are proposed to be routed through Builth Wells, crossing the Wye at the existing bridge in the town and continuing north on the A483. The larger AILs for delivery to Llandinam are proposed to be routed across a temporary Bailey bridge spanning the Wye, and will then follow the B4567, then the A481 westwards, and rejoin the A483 north of Builth Wells. Here the two proposed routes converge again and follow the A483 to the junction with the C2025.
- 1.4 The TMPs for the two developments describe the physical and operational requirements for the movement of AIL traffic on the proposed southern access route. Works required for the movement of loads at constrained sections are described in either report.
- 1.5 Since the turbine models proposed for Llandinam are larger than the turbine model proposed for Llaithddu, the turbine parts and other AILs associated with the Llandinam scheme are larger than those for Llaithddu. The works proposed by Celtpower at constrained sections of the trunk roads are therefore sufficient to accommodate the loads associated with the Llaithddu scheme.
- 1.6 The section of two proposed routes near Builth Wells where they diverge is of course the exception from this general statement. Some minor works will be required to accommodate AIL deliveries to Llaithddu on the section of the route through Builth Wells that will not be required for AIL deliveries to Llandinam.
- 1.7 FWL declares that certain works proposed to accommodate AIL deliveries to Llandinam are not required for deliveries to Llaithddu:



1.7.1 Llaithddu will not require the temporary bridge south of Builth Wells or associated access and egress.

1.7.2 FWL does not require the works to lower the carriageway under the Crossgates railway bridge proposed by CeltPower. FWL however does support this major improvement to the trunk road network.

1.8 Since, if both schemes are consented, the Llandinam repowering is almost certain to commence development first, it is unlikely that more will require to be done to provide further works. Notwithstanding, both CeltPower and FWL declare that along the section of the trunk road network where their AIL deliveries coincide, they intend that the party who is scheduled first to carry out the AIL deliveries will carry out such highway works as are suitable for AIL deliveries for both parties. Such highway improvements will become part of the highway. They may therefore be used for the purpose of movement of AILs of the other party, and for any other AIL movements on the highway.

1.9 Powys County Council has asked FWL and CeltPower to consider what would happen if AIL deliveries to the two proposed schemes had to be made concurrently. There is no realistic prospect of concurrent AIL deliveries for the two schemes for the following reasons:

- The grid connection dates for the two sites differ. CeltPower has a grid offer date for Llandinam in 2017, whilst Llaithddu has an offer date in 2019. Llaithddu would not commence construction until its grid connection date approaches, while CeltPower would commence the Llandinam repowering as soon as possible after consent is granted. Therefore AIL deliveries for each proposed development are unlikely to be scheduled for a similar period; and
- The Police have advised that they will not allow two convoy movements on the same part of the network at the same time. Therefore there is no prospect of AIL deliveries to both windfarms at the same time.

1.10 Nonetheless, for avoidance of doubt, FWL and CeltPower declare that, if the construction of Llandinam is delayed such that it coincides with the proposed commencement of Llaithddu's construction, neither intends to run AIL deliveries at the same time as the other, nor do they consider it possible in practice.