

# RWE npower renewables

Electricity Act 1989: Section s36

Town and Country Planning Act 1990: Section 90

Electricity Works (Environmental Impact Assessment) (England and  
Wales) Regulations 2000

Electricity Generating Stations and Overhead Lines (Inquiries Procedure)  
(England and Wales) Rules 2007

Application by RWE npower renewables Limited  
for a 150 MW wind farm and habitat restoration  
at Carnedd Wen

## STATEMENT OF COMMON GROUND ON LOCAL TRANSPORT ISSUES

Between:

RWE Npower renewables

and

Powys County Council

and

Welsh Government Transport

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September 2013

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## **1.0 INTRODUCTION**

- 1.1 This is a statement of common ground (SOCG) between RWE Npower renewables (the Applicant), Powys County Council (the local planning and highway authority) and Welsh Government Transport (the trunk road authority) concerning an application made to the Department of Energy and Climate Change (DECC) for consent under Section 36 of the Electricity Act 1989.
- 1.2 The Secretary of State for Energy and Climate Change has given notice that a combined public inquiry will be held under Section 62(3) and Schedule 8 of the Electricity Act 1989 into the proposed Carnedd Wen wind farm, in addition to four other Section 36 wind farm applications and one Section 37 Grid Connection application.
- 1.3 This SOCG has been prepared and agreed by the parties in connection with Session 2 of the Public Inquiry and is specific to RWE Npower renewables' planning application for the proposed Carnedd Wen wind farm.
- 1.4 This SOCG concerns the topic of the Local Transport issues. In particular it has regard to the proposed development's site access off the A458 trunk road and to the assessment of the Carnedd Wen development's potential construction traffic generation and its effective management. For avoidance of doubt, this SOCG does not address the wider transport network considerations associated with the cumulative traffic effects of Carnedd Wen taken in combination with other wind farm proposals. This matter is to be addressed at Session 4 of the Public Inquiry.

## **2.0 SITE ACCESS AND TRAFFIC MANAGEMENT**

- 2.1 Details of access have been confirmed in the 2013 SEI along with a revised assessment of construction traffic estimates. These reflect the refinements to the development proposals and the construction programme that have been made since the issue of the 2011 SEI.
- 2.2 It is agreed that the methodology used and the assumptions made in the transport assessment (2013 SEI Chapter 14, Transport) are reasonable and robust.

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2.3 The sole access to the development will be taken from the A458 trunk road which the Welsh Government Transport is responsible for. WG has approved in principle the details of access and has agreed draft planning conditions to this effect with the Applicant.

## 3.0 AGREED POSITIONS

3.1 Welsh Government Transport does not raise any objection to the Carnedd Wen development proposal subject to the following proposed planning conditions which have been agreed with the Applicant:

1. *Prior to the commencement of development, full details of the highway works for the proposed new junction onto the A458 trunk road shall be submitted to and approved by the local planning authority following consultation with the Welsh Government as trunk road highway authority. The details submitted shall accord with those indicated on the approved plans and include:*

- *the detailed design*
- *geometric layout*
- *details of visibility splays that shall be kept free at all times of any planting tree or shrubs or any other obstruction exceeding 1.05 metres above the adjoining carriageway*
- *construction details*
- *drainage details; and*
- *road markings and signage*

*The works shall be implemented in accordance with the approved details.*

2. *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 approved Pre-construction Traffic Management Plan. 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*

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*highway authority or other relevant highway authority prior to the commencement of any abnormal indivisible load deliveries to the development site.*

*3. No development works other than tree clearance and the construction of the proposed new junction onto the A458 trunk road referred to in Condition [1] 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.*

*4. No development works other than tree clearance and the construction of the new junction on the A458 trunk road referred to in Condition [1] 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.*

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*5. Prior to the commencement of development a scheme to provide for the remediation of any incidental damage directly attributable to the development to the parts of the trunk road network which will be utilised during the construction of the development including street furniture, structures, highway verge and carriageway surfaces 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 scheme shall be implemented as approved throughout the construction phase of the development.*

- 3.2 Powys County Council has announced to the public inquiry (Opening on behalf of Powys County Council, page 28, paragraph 68) that it will not be pursuing any highways objections to Carnedd Wen (whether that is the trunk road or the local highway network) subject to negotiating appropriate planning conditions to ensure compliance with the strategic traffic management plan (sTMP) and other associated matters.
- 3.3 Substantive agreement has been reached upon the draft planning conditions that the Council and Applicant would wish to recommend to the Inspector in addition to those that the Applicant has agreed with Welsh Government Transport. These will be finalised and presented during the course of the Public Inquiry.

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## For and on behalf of RWE Npower renewables

Signature ..... *Wayne Crane* .....  
Name ..... *WAYNE CRANE* .....  
Position ..... *ONSHORE DEVELOPMENT & PROJECTS DIRECTOR* .....

## For and on behalf of Powys County Council

Signature ..... *M Russell* .....  
Name ..... *MATT RUSSELL* .....  
Position ..... *REGIONAL DIRECTOR* .....

## For and on behalf of Welsh Government Transport

Signature ..... *D. Hudd* .....  
Name ..... *D. HUDD* .....  
Position ..... *ROUTE MANAGER, TRANSPORT* .....