



# WIND PROSPECT LTD

## MINUTES

Project : **Tirgwynt / Garreg Lwyd Hill Wind Farms**

Meeting Title: **Delivery Route Update Meeting**

Date/Time: **30<sup>th</sup> March 2016; 19:00**

Venue: **The Royal Oak, Welshpool, SY21 7DG**

<b>Present</b>	<b>Representing</b>	<b>Role</b>
Mike Davis (MD)	Wind Prospect Ltd (WPL)	Tirgwynt Owner's Engineer and Project Manager
Emily Cheung (EC)	Awel Newydd Cyf	Tirgwynt Project Manager
Mike Whitbread (MWh)	RES	Garreg Lwyd Hill Development Manager
Chris Jackson (CJ)	RES	Garreg Lwyd Hill Development Manager
Sam Mayes (SM)	RES	Garreg Lwyd Hill Community Relations Manager
Insp. Stuart Eckley (SE)	Dyfed Powys Police	Powys Community Liaison Officer
Michael Connell (MC)	Carreghofa Community Council	
Cllr Nigel Bowen (NB)	Castle Caereinion Community Council	
Phil Davies (PD)	Dwyriw Community Council	
Frances Buckingham (FB)	Llandysilio Community Council	
Carol Davies (CD)	Llandysilio Community Council	
Mark Williams (MW)	Forden Community Council	

### 1. Introductions

- 1.1 All attendees introduced themselves and who they represented
- 1.2 EC introduced the meeting as an interim update for the communities affected by the highway works and deliveries on the A483/A5. This was following a request at the previous Tirgwynt Community Liaison Group meeting in January.

### 2. Update on road works

- 2.1 EC stepped through the current works forecasted along the A5 and A483. There are five areas, Rhalt Lane layby (complete), Arddleen layby, Pool Quay layover, Oswestry roundabout, and Five Crosses roundabout.
- 2.2 EC explained that the dates to carry out the works are not confirmed as there are various agreements and service requirements to line up.
- 2.3 CD asked whether the Rhalt Lane layby was complete as the area looked unfinished. MD clarified that due to heavy rain soon after soil was laid in the grasscrete, the soil had been washed out and would require replacement and tidying up.
- 2.4 MC asked whether the laybys would be used by travelling public as this would prevent the turbine component convoys using them. MWh stated that these will not be marked as

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parking places and once grassed has grown up through the concrete, these would not be easily visible to road users.

- 2.5 FB expressed concern that some works were due to start in April and there were no fixed dates released yet. FB also queried whether the status of the current road works in the area were known about to co-ordinate.
- 2.6 MWh explained that the dates were not yet fixed as this was dependent on the availability of the services (e.g. BT and SP ManWeb) to carry out initial works. MWh stressed that all consents were in place and it was the final agreements with the Highways and service contractors which were preventing dates for the works. SM stated that letters (available on the Garreg Lwyd Hill Wind Farm website) had been sent out to the relevant properties surrounding Rhalt Lane prior to works starting and this practise would be followed for the remaining works where nearby properties are deemed to be potentially impacted. Elected representatives are provided with advance notice of any letter which is sent to members of their constituency.
- 2.7 MD explained that whilst those around the table were unable to confirm the status of other road works in the area, dedicated construction teams and managers would have the answer and this would be under their control to ensure there was no conflict.
- 2.8 FB noted that the A5 (Oswestry and Five Crosses roundabout works) was an extremely busy road and the potential disruption following the Mile End road works would not be welcome with the locals. MWh said works would be for a short period (up to one week) only as the works were minor.
- 2.9 MC raised that there were several drains along the route south of Oswestry which were already sinking from the heavy rainfall throughout the winter. This was noted by the representatives for Garreg Lwyd Hill and Tirgwynt. FB asked whether the structures had been considered along the route. EC stated that a report was due from the Trunk Road Agency which assessed all the structures along the trunk road (Welsh Government owned). MC stated that there had been mention that the canal bridge at Llanymynech had previously been highlighted, however EC stated as far as they were concerned nothing had come back stating strengthening works would be required.
- 2.10 FB asked who would be responsible for paying for upgrade works to either roads or structures. EC stated that works required to enable turbine component delivery would be paid for by the developer and all normal highway maintenance by the relevant authority.
- 2.11 MW asked whether any works were required for the Welshpool roundabouts (station road and Raven street) as these have previously been cited as needing works. EC stated analysis has shown no works are required with the exception of dropping the kerbs at the splitter islands by the station mini roundabout and some signage/street furniture removal.

### 3. Proposed delivery schedules

- 3.1 Tirgwynt is intending on beginning deliveries as early in July as possible. This is restricted by the planning conditions associated with bird breeding which does not allow delivery of turbine components until 1<sup>st</sup> August. Awel Newydd is working with the planning office to allow some deliveries before 1<sup>st</sup> August to alleviate delivery during August, which is noted as the tourist season.



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- 3.2 Tirgwynt components are expected to start delivery at the end of July and go through to mid-September at which point Garreg Lwyd Hill will begin delivery until the end of 2016.
- 3.3 CD asked whether it could be considered that deliveries would not be at weekends which were typical change over periods for holiday lets. It was noted that Garreg Lwyd Hill is looking at up to 5 deliveries per week and not 6 as stated in the presentation; therefore, MWh said it may be possible to build this into their schedule.
- 3.4 Delivery for Tirgwynt is expected to arrive in Welshpool around lunchtime with the possibility of a second delivery after 7pm, in line with the movement restrictions in Welshpool limiting one convoy between 7am and 7pm. The second movement would aim to be outside the evening rush hour.
- 3.5 CD asked whether there would be a trial run still. EC stated the trial run is currently set for the week commencing 27<sup>th</sup> June. MD noted that although it is a requirement in the s106 agreement for Tirgwynt, all parties (police, turbine supplier, haulier and project team) would require one to confirm delivery of components would be possible. MWh noted that the Garreg Lwyd Hill trial run date hadn't been set as the project was behind Tirgwynt.
- 3.6 CD noted that there wasn't much time between the first delivery and the trial run. EC and MD explained the background calculations, design and engineering should ensure that there are little to no amendment works required.
- 3.7 FB cited highway regulations (2003) which give speed limits for different types of vehicle depending on their weight and dimensions. This may restrict the convoy speed to 30mph or 40mph depending on their configuration; in a previous meeting MD had stated that the convoy would be moving at normal traffic speed save for corners, difficult to manoeuvre sections and inclines. EC highlighted that all turbine components would be police escorted and they would move at a speed in accordance to what the police deemed safe; it was not in anyone's interest to go at an unsafe speed as any accidents would cause embarrassment for all parties involved as well as have a cost implication. MD clarified that the previous meeting's comment was to dispel myths that the convoys would be moving very slowly. **MD to check the regulations FB stated to ensure compliance.**
- 3.8 CD asked how the police would deal with the mobile home delivery (as a workshop operates out of Pant) if these were met on route as a convoy and mobile home would not be able to pass each other. SE explained that even without a police escort, the mobile home company would be required to notify police of their movements. In the case that this scenario did come up, the police would have the powers to stop them in a suitable location or manage the traffic such that they could pass each other. CD further raised what would happen with emergency services. SE stated that the Welsh ambulance services centre is based in the same location as Police HQ and there is constant communication between the two services. If an emergency came up, the police escort team would be notified and the convoy and traffic would be controlled to not delay the ambulance/emergency service. EC noted that police were putting on additional training to train motorcycle riders who would be able to control the situations as they arose.



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- 3.9 CD asked what the escort would be made up of. SE stated there would be 5-6 bikes and one control car. MD added that in addition to the turbine component vehicles, there would be a haulier escort vehicle.
4. AOB
- 4.1 PD noted that some people had suggested to him that during delivery (for Tirgwynt) the county roads would be closed. MD clarified that there will be road closures during the highway works but no closures are required for the delivery of the components.
- 4.2 FB asked about the communications strategy. EC explained that along with notices to be put up in prominent places such as notice boards, supermarkets and petrol stations along the route and in Welshpool, signage would be placed at strategic places to warn the public of deliveries and potential delays. Additionally, several websites (Traffic England and Traffic Wales) would be updated with the delivery schedules. MW ask whether this would then transpose onto the radio traffic announcements. MD stated that this was an avenue being explored and (as suggested by PD, MW and NB) noted that Radio Stoke, BBC Wales, BBC Cymru and Heart were the best candidates for traffic announcements. **MD to confirm other notice boards/locations member of the meeting highlighted as good locations for notices.**
- 4.3 FB enquired who would be paying for the police escorts. SE stated that the project will pay for the police escorts as this is an additional duty.

### Distribution:

1. List of attendees
2. Nicola Quinn (Wind Prospect)
3. Llandrinio and Arddleen
4. Menter Maldwyn
5. Guilsfied
6. Llanymynech and Pant Parish

