



WIND PROSPECT LTD

MINUTES

Project :	Tirgwynt Wind Farm
Meeting Title:	Community Liaison Group Meeting (TIRGm108)
Date/Time:	06th July 2016; 19:00
Venue:	Market Centre - Welshpool

Present	Representing	Role
Mike Davis (MJD)	Wind Prospect Ltd (WPL)	Owner's Engineer and Project Manager
Robert Robinson	Welshpool Town Council	Town Clerk
Estelle Bleivas	Welshpool Town Council	Councillor
Hazel Evans	Welshpool Town Council	Councillor
Carol Davies	Llandysilio Community Council	Councillor
Frances Buckingham	Llandysilio Community Council	Councillor
Brendan McWhinnie	Welshpool Town Council	Councillor
Phil Davies	Dwyriw Community Council	Councillor
Mike Donkin	Carreghofa Community Council	Council Clerk
Graham Ives	Resident	

1. **Apologies** – Emily Cheung and Sophy Fearnley-Whittingstall

2. **Introductions**

2.1 All community members introduced themselves

3. **Trial Run Report – Wind Prospect Perspective**

3.1 MJD gave a review of the trial run. He explained that the convoy had been held at Birch services by Cheshire Police due to heavy traffic on the motorway network caused by a combination of an accident on an adjoining 'A' road and traffic light issues. The convoy did not leave until 1300hrs.

3.2 The handover from Cheshire police to Dyffyd Powys Police went well at layby 5 just past jct 7 on the A5 at Wrexham.

3.3 The convoy was held here to allow any build-up of traffic to disperse.

3.4 There were no problems negotiation the roundabouts prior to Pant.

3.5 There were delays in Llanymynech due to holding traffic whilst the vehicles negotiated the bridge. The police will employ a different strategy in future at this location in order to mitigate this congestion.

3.6 The convoy continued to the Railway roundabout in Welshpool without incident.

3.7 The convoy negotiated the railway roundabouts, Severn Street and Broad Street without difficulty.

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- 3.8 A white car, legally parked on the offside of the road close to the church caused the convoy to slow. The police will contact the owner and ask them to park elsewhere if possible for the duration of the deliveries.
- 3.9 The Raven roundabout was negotiated without issue.
- 3.10 The vehicles travelled successfully as far as Pinch Point (PP) 12A (entrance to Pont Pren Dano by-pass). Here, the blade vehicle needed more road width to quickly enter the gateway. The gate and bellmouth will be extended to accommodate this on future runs. The temporary road inside the gate will also be further widened.
- 3.11 Question asked about the final location of the hedges at these locations.
MJD replied that the current layout was temporary and that the submitted drawings showed the final hedge positions.
- 3.12 Post PP 25 there was a problem with the wide load. Although the vehicle could travel the load was in contact with the hedge and a gatepost. The post will be moved temporarily and the carriageway on the opposite side widened slightly to mitigate this.
- 3.13 Hedge and grass growth caused visibility issues along the narrow sections of the route. In particular progress was slowed and manual steer had to be employed for safety reasons. Each manual steer is time consuming and can take up to 5 mins. As there are 12 points where this occurred the resultant delay was 1 hour. The grass and hedges will be trimmed to increase visibility and therefore greatly reduce the travel time.
- 3.14 At the Y junction after PP70 the works on the RHS need to be completed as per drawing and the carriageway made wider on the left to ease the passage of the blade vehicle.
- 3.15 Bryn Penarth cross roads. In order to ensure that the bed of the truck is not at an unsafe angle the vehicle needs to be travelling as near to the verge as possible. An overgrown hedge is currently preventing this happening. The owner's permission is being sought to trim the hedge.
- 3.16 At PP80 the fence on the exit needs to be moved back to ensure that the blades do not hit the offside hedge. The fence will be moved.
- 3.17 At PP90 the blade vehicle 'grounded out'. The vertical curve of the road will be remeasured and suitable alterations made to the carriageway.
- 3.18 The overall journey finished slightly before 5PM.
- 3.19 MJD reported that the above had been discussed at a 'wash up' meeting held on Monday 4th July. Representatives from the police, relevant traffic officers from Welsh Government and Powys, Highways England, the Client, the haulier, the contractor, Wind Prospect, RES were present.



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4. Liaison Group Members View – not attributed to any individual member. *MJD response in italics*

- 4.1 The designated communications link person was on holiday on the day of the trial.
MJD commented that a 'stand in' was available and that he had organised the website update.
- 4.2 There was a considerable back up of traffic even before the handover point at layby 5 (jct 7 of A5) was reached.
MJD Noted
- 4.3 There were some 81 vehicles behind the convoy when it had to stop at Llanymynech.
MJD Noted Police will employ a different strategy in future.
- 4.4 There was nobody counting the number of delayed vehicles in either direction.
MJD Police monitoring traffic build up but no specific numbers recorded.
- 4.5 Traffic awaiting joining main road was held for a long period.
MJD Noted but unavoidable.
- 4.6 The run was carried out on a relatively quiet day. Not a test of what would happen on a busy Saturday.
MJD Purpose of the trial run is to highlight possible problems. It was felt better not to do this on the most highly trafficked of days.
- 4.7 What were the detailed timings for each section?
MJD these will be ascertained from the in cab videos. These take time to download and process and are not yet available.
- 4.8 Only Pool Quay lay by was used – why were others not?
MJD Police were keen to press on due to delayed start and raised a safety issue over the kerb heights. This will be investigated and resolved prior to deliveries proper.
- 4.9 Vehicles left the carriageway/mounted the kerbs and went on verges to avoid the oncoming convoy.
MJD This was of their own volition. At no time did the police request/order or authorise such action. In our opinion such action was never justified.
- 4.10 Who will pay for damage caused.
MJD The Developer. Condition surveys will be taken immediately prior to the first delivery and after the last. Details will be forwarded to the Relevant Traffic Officers.
- 4.11 Drains on Highways England section are known to be not in good repair, has this been considered?
MJD All Highway authorities have been notified and consulted with and no issues have been raised concerning these.
- 4.12 Is the developer certain that the bridges are strong enough?



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MJD All Highway authorities have been notified and consulted with. Only the river bridge at Llanymynech has been assessed. All other structures are deemed suitable.

4.13 Furniture removed at last minute.

MJD Accepted. But it was removed following a last minute review of the route by Wind Prospect late in the evening before the trial. The very purpose of such a final drive through at a late hour is to discover any such problems and ensure they are resolved before the run commences.

4.14 Traffic had to be held while convoy crossed the road to Pool Quay lay by.

MJD Noted but this is the best layby from a safety point of view and will be used as the main holding point to allow traffic to pass.

4.15 Signage removed in Welshpool by Powys. Who is paying for this? Concern that this is reducing the Welshpool budget.

MJD Developer will pay. MJD to ask that signs be placed carefully rather than dropped!

4.16 Will signage be removed and replaced after each delivery?

MJD Following the experience from the trial run some may not now need to be removed. Final decision not yet taken. Under discussion.

4.17 Damage caused to grass and land where signs laid down. This must be repaired at the developer's cost.

MJD. Noted

4.18 Convoy was not held to test the Jehu diversion. This should have been done to test the practicalities if it had to be employed.

MJD Once again the police were keen to press on. Concern over drivers' hours being reached.

4.19 What happens if the convoy vehicles are stopped across the fire/ambulance station when an emergency call is received?

MJD did not see this as a big issue. Fire brigade would be contacted for further advice.

4.20 How do we ensure that the reserve firefighters can get to the station when the convoy is in the street?

MJD As above

4.21 What contingency do we have if the convoy is delayed such that it is travelling during school collection hours?

MJD This will be discussed and fed back.

4.22 If travel on a busy Saturday causes considerable chaos what will the mitigation be? Will that day then be avoided?

MJD This will be discussed and fed back.

4.23 The Traffic from Castle Caereinion was held for a long time waiting for the convoy to join the B4583.



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MJD to raise with police.

- 4.24 Would more hedge need to be removed to mitigate difficulties encountered through the pinch points? In particular, that beyond the fence at PP80?

MJD Possibly. Designs to be considered.

- 4.25 Will PP 15 and 10 surfacing be completed before the deliveries proper?

MJD Yes. These had not been surfaced due to the late removal of BT poles at both locations.

- 4.26 What will the final hedge lines be at the Pont Pren Dano entrance and exit?

MJD The current fences are temporary. Details of the final design are on the construction drawings that have been submitted for planning discharge.

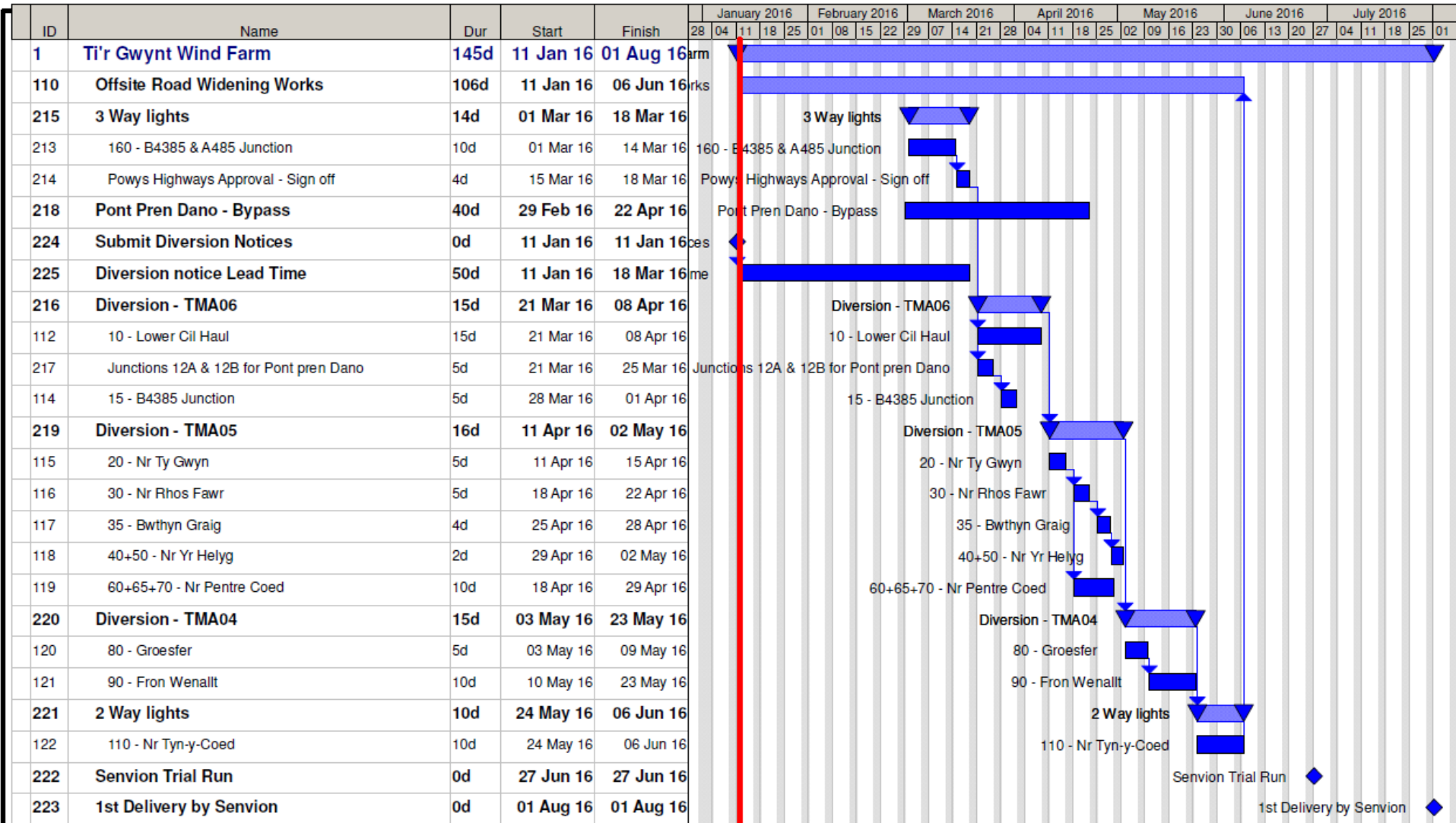
5. Requests from the floor.

- 5.1 Text alert system needs to be publicised. Essential that key workers and patients are updated as to progress.
- 5.2 Local radio to be constantly updated.
- 5.3 Please can committee members be invited to any future 'wash up' meetings?
- 5.4 Can the next trial run be all the way from junction 7 in order to prove Llanymynech mitigation?
- 5.5 Can the next trial run be done on a Saturday?

6. Town Clerk's action

- 6.1 The Town Clerk said that he would be reporting back to Brian Webster from Welsh Government expressing his concern that the convoys could have an adverse impact on the tourism industry over the proposed delivery periods.

Tirgwynt Wind Farm - Pinch point Roadworks



— Baseline1
 ◆ Milestone
 ▾ Baseline1 Milestone

Summary Normal :
█ Earthworks gang
 █ Trenching
 █ Management
 █ Bird Nesting Constraint
 █ Turbine Installation
 █ Control Building
 █ Site Set Up
 █ Turbine Delivery

Summary Critical :
█ Earthworks gang
 █ Trenching
 █ Management
 █ Bird Nesting Constraint
 █ Turbine Installation
 █ Control Building
 █ Site Set Up
 █ Turbine Delivery

By Code :
█ Earthworks gang
 █ Trenching
 █ Management
 █ Bird Nesting Constraint
 █ Turbine Installation
 █ Control Building
 █ Site Set Up
 █ Turbine Delivery
█ offsite