

Representations on the proposal for a 59.5 MW wind farm by Nuon UK Ltd – the Llanbadarn Fynydd Windfarm

These representations relate to the transport impact of the proposed Llanbadarn Fynydd Windfarm as set out in the Traffic and Transport section of the Environmental Statement relating to the proposal.

1 Abnormal loads.

One of the two proposed routes for abnormal loads suggests a route which leaves the A483 Welshpool by-pass south of Welshpool, continuing via the A490, B4388, B4385 and A489 (the Montgomery-Vastre route).

Montgomery is a small market town of exceptional architectural and built heritage quality which is also a busy commercial centre. The route utilises narrow roads onto which a number of residential and commercial premises front directly, separated from the carriageway only by exceptionally narrow pavements. Several of these properties have suffered from the effects of heavy traffic, both ongoing and cumulative, and by way of direct collision with frontages.

I suggest that this route is inappropriate in the light of

1. the disruption which will be entailed, affecting business and community life, due to the arrangements which will have to be made to enable the passage of the abnormal loads
2. the effect on the amenity of properties adjoining the route due to the passage of the abnormal loads, especially if transported at night
3. the threat posed to the fabric of this exceptional small town.

2 Construction traffic

The Environmental Statement suggests that it is not necessary to consider the impact of general construction traffic on the highway network further afield than the A483, as it will become diluted into other traffic flows.

However, in view of

- a. the number of journeys projected
- b. the nature of the traffic
- c. the pressure on drivers to minimise journey times

I consider it inappropriate to allow construction traffic free choice of routes outside the A483. In particular, I am concerned that

traffic seeking to avoid Newtown may choose to travel by the 'Montgomery-Vastre Route'. This possibility becomes more likely if the 'Montgomery-Vastre Route' is selected for abnormal loads.

The damage to the fabric of Montgomery from construction traffic would be, in my view, far more serious than that from abnormal loads. Equally, the disruption to civic life caused by construction traffic, by virtue of the size and number of vehicles involved, amounting to up to one thousand trips per month, would be insupportable. All traffic using the proposed 'Montgomery-Vastre' route through Montgomery has to pass through pinch-points where large vehicles are invariably held up and cause significant disruption, delay and disturbance to other road users, pedestrians and commercial activity.

I consider therefore that the traffic management plan for the Llanbadarn Fynydd Windfarm should include a specific bar on general construction traffic using the 'Montgomery-Vastre Route', and I wish to make this representation in the strongest possible terms.

Stephen Hayes
County Councillor
Town Councillor