

Q&A for Llandinam Windfarm Trial Delivery Run

Llandinam is one of the UK's first windfarms which has been fully operational since 1992. Celtpower are proposing to re-power the site as the current turbines are coming to the end of their natural life. Advances in technology will enable re-powering to reduce the number of turbines at Llandinam (from 104 to 42) and will also increase the power generated.

A planning application for this project was submitted in May 2008 and was not determined due to requests for further information. Since then, additional work has been undertaken and a report of this work will be submitted in support of the original application in June / July 2010. This report will include information gained from undertaking a trial run of the delivery of turbine components.

We have answered frequently asked questions to give you an idea of what a trial run is, how it will be managed and how it will affect you. We hope you find this useful and if you require any further information please contact our community helpline on 0845 262 0159.

Question	Answer
What is an abnormal load?	<i>An abnormal load is a load which is typically wider and/or longer than an average load. Wind turbines consist of several components (such as the tower sections and the blades) which, due to their size, are deemed to be abnormal loads.</i>
What is a trial delivery run?	<p><i>A trial delivery run is a simulation of an abnormal load being driven along the proposed access route to the windfarm site. This is done so that any potential constraints can be identified as early as possible. Examples of typical constraints include low overhead cables, tight bends and any obstructive street furniture.</i></p> <p><i>The trial run is designed so that if any difficulties are encountered, the vehicle carrying the abnormal load can be collapsed quickly to the size of a normal heavy goods vehicle (HGV) thereby avoiding unnecessary disruption.</i></p> <p><i>We are proposing to undertake two trial runs; one run to simulate the longest load (a blade) and one run to simulate the widest load (the turbine tower).</i></p> <p><i>We will also be filming the trial run and will be preparing a report of our findings.</i></p>
What size are the abnormal loads?	<p><i>The longest load (the turbine blade) will have a trailer length of approximately 40 metres with an additional 5 metre rear overhang.</i></p> <p><i>The widest load (the turbine tower) will have a trailer width of approximately 4.3 metres.</i></p>

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When will the trial runs take place?	<i>We are currently scheduling the trial runs to take place on Tuesday 4th May 2010 and Wednesday 5th May 2010 between 9:30am and 2:30pm.</i>
Has the proposed delivery route been previously tested?	<i>Throughout the preparation stages of this project the proposed delivery route has been driven several times. In addition to this, we have also used a computer software programme to model the route which has allowed us to envisage how the abnormal loads will manoeuvre through the village of Eardisley.</i>
Will the proposed delivery route affect the village of Eardisley?	<i>The movement of the abnormal loads should only take a few minutes. Prior to the trial run it will be necessary to relocate the parked cars along the main street in order for Celtpower to fully appreciate the implications of the abnormal load size. We are investigating an alternative parking area for this purpose.</i>
Celtpower are filming the trial delivery run and are writing a report, can I access these?	<i>Yes. We are aiming to submit a Supplementary Environmental Information Report in June/July 2010 to the Department of Energy and Climate Change (DECC) and a video of the trial delivery run and a report of our findings will be included.</i> <i>Upon submission, a copy of the report, including video footage of the section of road within Hereford, will be sent to the Parish Council on CD. Should you wish to view these please contact the Parish Council . A copy of the report may also appear on Powys County Council website for you to view following submission.</i>
The trial run will cross a bridge that is 17 foot wide, will this cause any disruption?	<i>We will have a traffic management plan in place to ensure no difficulties are encountered. Police escorts will briefly hold back any on-coming traffic, at an appropriate point, to allow the abnormal load to pass safely over the bridge.</i>

If this route is chosen for the construction following planning permission being granted -

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<p>Will the chosen delivery route affect the village of Eardisley?</p>	<p><i>If this route is found to be feasible following the trail run, it will be used to transport turbine components for the construction of the windfarm.</i></p> <p><i>The timing of deliveries will be carefully considered in order to minimise disruptions to the village. We always consider factors such as rush hour, lunchtime and the time when children will be leaving school.</i></p> <p><i>The final delivery schedule will also be dependent on the requirements of the local police force/s and must also meet the needs of the Turbine Contractor.</i></p>
<p>Will the delivery schedule consider village events?</p>	<p><i>We will consult with the Parish Council to determine the dates of village events. It will be in everyone's interest to avoid these dates where possible.</i></p>
<p>What are the timelines for construction?</p>	<p><i>At this stage we estimate that construction could start in 2012 assuming that planning permission is granted. We are currently preparing to submit supplementary environmental information in June / July 2010 and we will then await a planning determination before proceeding with the project.</i></p>
<p>Can the turbine components be transported at night?</p>	<p><i>In some specific circumstances night deliveries can be an option. However, night deliveries carry increased risks and dangers for other road users and are therefore not a preferred delivery method. We will consult with the relevant authorities to determine whether this is a viable option for this project.</i></p>
<p>Will vehicles with an abnormal load travel in a convoy?</p>	<p><i>No.</i></p>
<p>What speed will the abnormal load deliveries travel at?</p>	<p><i>The loads will travel at a speed of 25-30mph through the village of Eardisley and are only permitted to travel at a maximum speed of 40 mph on the other roads in Herefordshire.</i></p>
<p>Will the turbine deliveries affect any properties situated on the delivery route?</p>	<p><i>Although the components are heavy, the delivery vehicles travel at a slow speed when loaded and cause a very low level of ground vibration. Additionally, the axle weights of the loaded vehicles are similar to that of normal heavy goods vehicles. If there was justification for concern, Celtpower would undertake vibration monitoring throughout the delivery period.</i></p>

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How much will the abnormal loads weigh?	<i>The maximum axle weight of the loads will be 15 tonne.</i>
How will road users be notified in advance of an abnormal load movement?	<p><i>There are a range of options as to how road users can be notified, examples of which are give below. Celtpower will undertake consultation to determine the most appropriate and effective methods of communication, prior to all deliveries.</i></p> <ul style="list-style-type: none"> • <i>We can consult directly with hauliers, farmers and other road users in advance of the abnormal load deliveries to advise them to take alternative routes;</i> • <i>We can install and operate interactive signs giving updates to road users approaching Eardisley from both directions;</i> • <i>We can pre-set dates and times for deliveries and advertise these to local residents;</i> • <i>We can issue traffic alerts to be broadcasted on local radio stations.</i>
Can cars remain on the street throughout construction?	<i>The trial runs will help us identify the need, if any, for parking restrictions during the construction period. If the need for restricted parking is required, we will engage with the Transport Authority and ensure an effective traffic management plan is developed.</i>
Are alternative routes being considered?	<i>Comprehensive traffic management studies have been undertaken to consider alternative routes. However, after consultation with the relevant authorities and due to existing constraints, these routes are not viable options for the delivery of abnormal loads.</i>
How will the delivery lorries navigate bends in the road with an abnormal load?	<i>All abnormal loads have a manual rear steering option which gives greater manoeuvrability on tight bends. However, in some instances it may be necessary for the delivery vehicles to manoeuvre bends by using the other side of the road. If this is the case, police will assist the vehicles by holding back on-coming traffic at a safe distance until the load has passed.</i>
If the trial delivery run identifies the need for modifications to the route, how will this be managed?	<i>One objective of the trial delivery run is to identify whether or not any modifications to the route are required. Examples of modifications include low overhead cables or street furniture that requires to be repositioned. If any modifications are required, Celtpower will be responsible for managing these and for returning modifications to their original condition after the construction period is concluded.</i>
During the delivery period will any electricity or telephone lines need to be switched off?	<i>No.</i>