

TRAFFIC MANAGEMENT DURING CONSTRUCTION

Gaining access to the wind farm is one of the many considerations taken during the design process. Transport studies have already taken place in close consultation with the Highways Authorities and Dyfed Powys Police. At present, at least three potential main access points to the site have been identified (see plan).

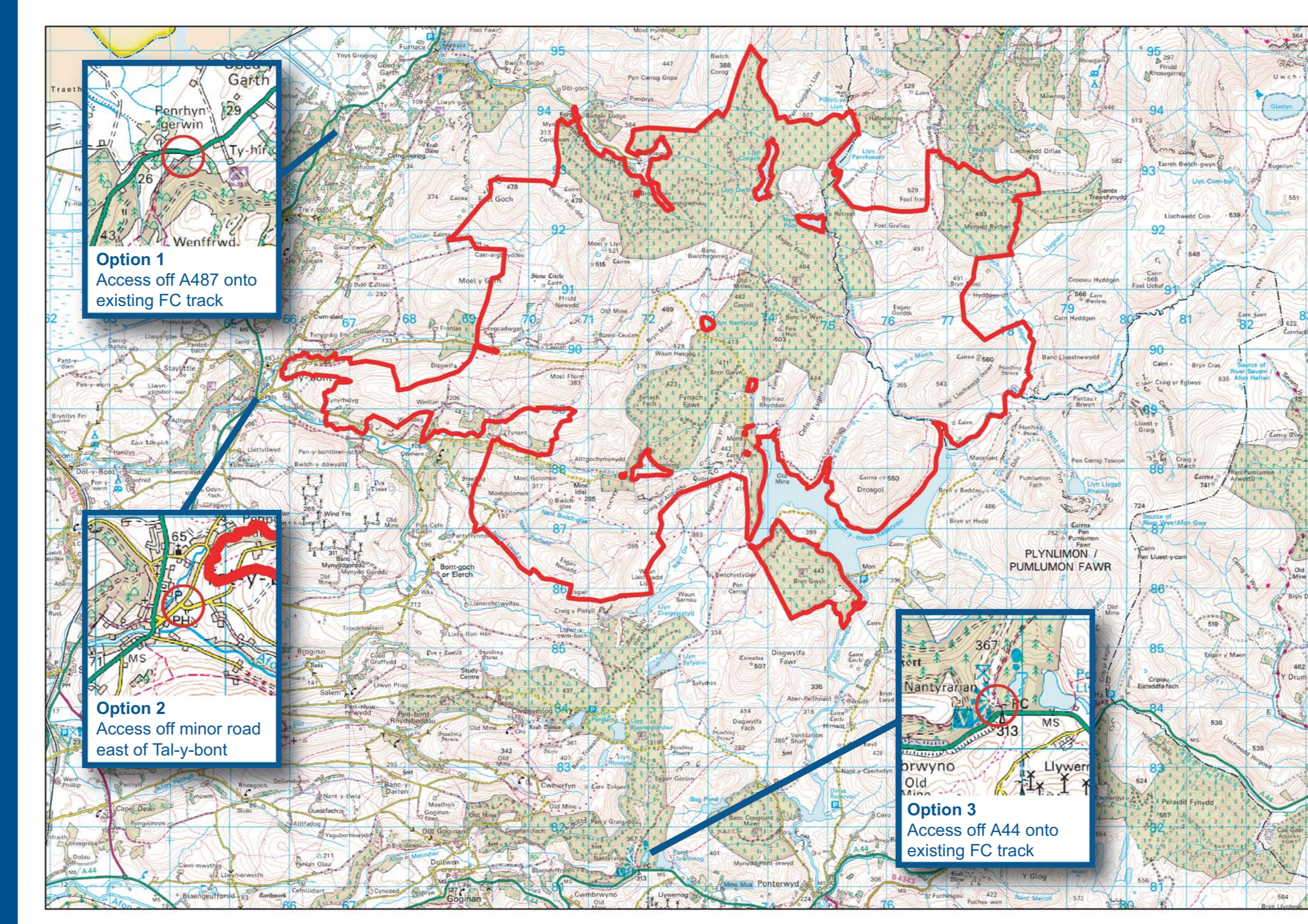
The main traffic impacts will occur during the construction period and these will be temporary. The main routes that may be affected are the A487, A4159 and A44.

A traffic management plan will be developed and implemented in consultation with all relevant authorities to minimise these effects. Movements of large loads will be agreed with the police and provided with an escort to ensure safe progress and minimal disruption.

It would have been Airtricity's preference to use a Mid or West Wales harbour, however this is not possible. It is intended that the component parts of the wind be delivered by ship to a port in South Wales or Liverpool Bay, which have been short listed for this use due to their suitable port infrastructure, and for their appropriate location adjacent to main A road connections, thus ensuring safe transport of the components to the site.

Other materials for construction will be sourced locally where possible and delivered to the site by road. Construction traffic will be minimized as stone used in construction will be sourced on site as far as possible and Airtricity is considering producing concrete on site to further reduce the intensity of construction traffic.

Once the wind farm is running, operation and maintenance crews will be required to regularly access the site, generally by van. On very rare occasions there may also be requirements for crane movements.



Map showing three potential access points

TRANSPORT ASSESSMENT

Airtricity is co-operating closely with other wind farm developers, the Welsh Assembly Government, local highways authorities and the police to identify the best routes to use for large loads and to carefully plan their transport to minimise disruption.

Prior to making a planning application Airtricity intends to conduct a 'trial run' with a vehicle of the type that would carry a wind turbine blade. The trial run should confirm that a suitable route has been found, and identify any improvements that may need to be made to the highway. It would also help in the development of a traffic management plan detailing how the loads would be moved with the minimum of inconvenience to other road users.

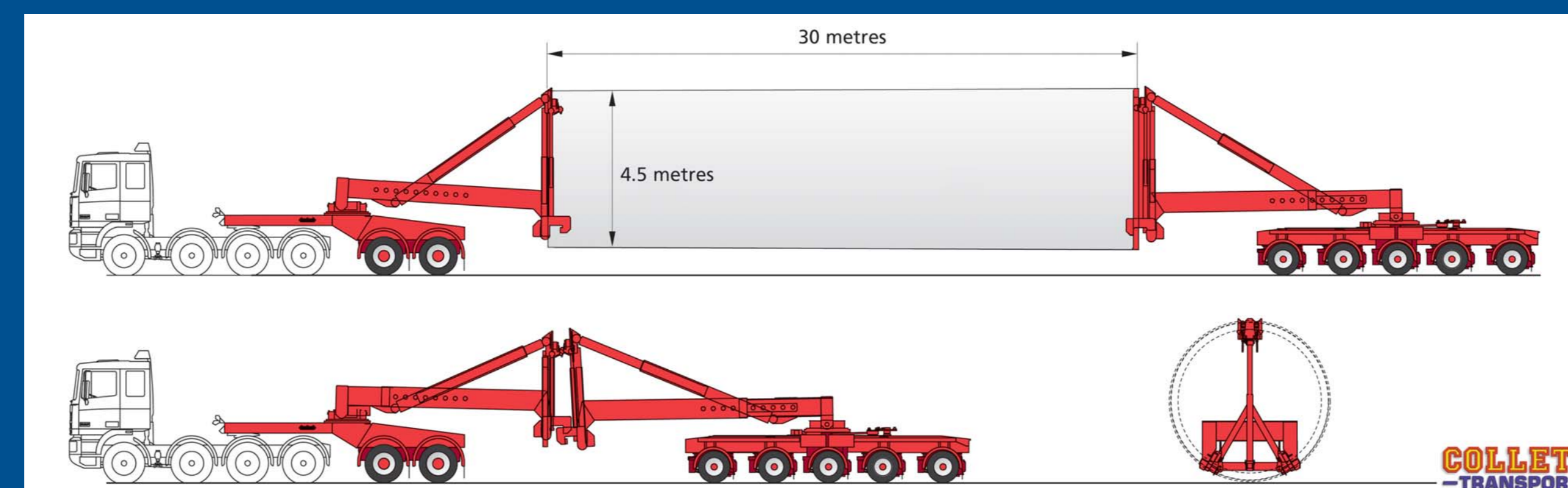


Diagram showing abnormal load

GRID CONNECTION

The turbines at Nant y Moch wind farm will be connected by underground cables to an on-site substation. The power will be exported from the sub station via an overhead line, similar to those shown in the photograph below. The height of these poles is approximately 14 metres.



Airtricity has accepted a grid connection offer and the planning consent required for this 132kV overhead power line will be the subject of a separate planning and public consultation process by the National Grid.

The route that this overhead line will take is as yet undetermined, but it is likely that it will be running from Nant y Moch in a north easterly direction to link with an intended National Grid sub-station, which is required in order to take power from the wind farms located in the mid-Wales Strategic Search Areas.