

Response to Local Impact Reports

Appendix B - Traffic, Transportation and Access

Upper Ogmore Wind Farm

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Revision History

Issue	Date	Name	Latest changes
01	16/03/2021	Chris Jackson	First Created

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1 Response to Bridgend CBC Local Impact Report

Section 10: Traffic, Transportation and Access

- 1.1 Bridgend CBC (BCBC) Local Impact Report (LIR) comments are in italics. RES responses follow each comment in plain text.

BCBC LIR Para 10.2, second bullet point:

'The location of the proposed vehicular access onto A4107 is in an area subject to the national speed limit. The proposed access includes for vision splays appropriate to a 40mph approach speed in both directions. The speed of vehicles approaching from the West are considered to be naturally reduced to approximately 40mph by the bend and the vision is deemed appropriate to this permanent access being proposed and retained in future. Further to this the westbound approach to the proposed site access is visible from a far greater distance, which is acceptable for the permanent solution. Notwithstanding this, it is considered that a junction warning sign on the eastbound approach would be of benefit together with a temporary 40mph speed limit in the vicinity of the access for the duration of the construction phase of the development. Such speed limit would need to be arranged with our Street works Department of 23 BCBC who will advise on the application process and the fees necessary. Initial suggestion would be for the temporary 40mph restriction to be on route A4107 from the Common boundary of Bridgend with Neath Port Talbot in the West to a point 210m to the East of the proposed access.'

- 1.2 The Council's Transportation and Development Section (CTDS) consider that a junction warning sign and a temporary 40mph speed limit are required. We agree with this comment and propose that this is covered in draft condition 19g.

BCBC LIR Para 10.2, third bullet point:

'The proposed site access drawing details a fence within the vision splay areas. Either the fence will need to be relocated or provided at a maximum height of 900mm above carriageway level.'

- 1.3 The CTDS states that the proposed fence will need to be relocated or provided at a maximum level of 900mm above carriageway level. We agree with this comment and propose that this is covered in draft condition 19g.

BCBC LIR Para 10.2, fourth bullet point:

'The Section 106 agreement should also require the developer to enter into a Section 59 Agreement under the Highways Act 1980 to ensure any damage to street furniture, highway verges or carriageway damaged during the transportation of the turbines is reinstated to the satisfaction of the Highway Authority.'

and BCBC LIR Para 17.1:

'In response to the comments received from the Council's Transportation and Development Section, a Section 106 Agreement shall be drafted requiring the developer to enter into a Section 59 Agreement under the Highways Act 1980 to ensure any damage to street furniture, highway verges or carriageway damaged during the transportation of the turbines is reinstated to the satisfaction of Bridgend County Borough Council.'

- 1.4 The Local Planning Authority proposes that a Section 106 Agreement should be drafted requiring the developer to enter into a Section 59 Agreement under the Highways Act 1980 to ensure any damage to street furniture, highway verges and carriageway is reinstated to the satisfaction of Bridgend County Borough Council. However, we do not consider that a Section 106 agreement is required, and we propose that the reinstatement requirements be addressed by condition along with the other draft highway conditions 11 to 19. This is an approach that has been accepted by other Authorities in Wales for projects we have constructed.

BCBC Draft Condition 18:

'No development shall commence on site until details of mechanical, automatically operated, self-contained wheel washing facilities...'

- 1.5 We have found mechanical, automatically operated wheel washers to be poor and not an appropriate use of resources. We would prefer to provide wheel washing facilities and have the exact strategy agreed with the Local Planning Authority in the Traffic Management Plan, and this is already covered in Draft Condition 19e. Accordingly, we propose that reference to wheel washing facilities in Draft Condition 18 be deleted and, instead, we propose that Draft Condition 18 says *'No development shall commence on site until details of a temporary / permanent access road / hardstanding completed in permanent materials at a minimum length of 20 metres and 5.5 metres width have been submitted to and agreed in writing by the Local Planning Authority'*.