

# Russell George AM/AC

**Shadow Minister for Environment and Sustainable Development**  
**Gweinidog yr Wrthblaid dros yr Amgylchedd a Datblygu Cynaliadwy**

National Assembly Member for Montgomeryshire  
Aelod Cynulliad dros Sir Drefaldwyn

Our Ref/Ein cyf: RG/GD/160813

Mr Gwilym Davies  
Principle Planning Officer  
Powys County Council  
The Gwalia  
Ithon Road  
Llandrindod Wells  
Powys  
LD1 6AA

16 August 2013

Dear Mr Davies

**Re: Application P/2013/0733 – Highway upgrades and associated works relating to the proposed Garreg Lwyd Hill Wind Farm**

As the National Assembly Member for Montgomeryshire, I would like to formally register my objection to the above planning application.

There are a number of reasons why I believe this application should not be permitted. Firstly, I am strongly against the proliferation of onshore wind farms in Montgomeryshire which would lead to the industrialisation of the beautiful Mid Wales landscape. Given that this wind farm has not been given planning approval, coupled with the fact that the Mid Wales (Powys) Conjoined Public Inquiry has only just started, I do not believe that a Traffic Management Plan for Mid Wales can be approved until these developments have been determined.

Secondly, having been involved over a number of years in trying to solve the traffic management problems that currently exist within and surrounding the centre of Newtown, I believe if any of the three options relating to this application are passed, the cumulative impact of having a large volume of Abnormal Indivisible Loads (AILs) from potentially this and any other associated wind farm developments within Strategic Search Area C, would have a detrimental impact not just on the residents and businesses of Newtown but throughout the Mid Wales region. Option 3, which potentially re-routes access through the Treown estate, is unacceptable because it passes through a residential housing estate and by a primary school. Having AILs take this route will potentially compromise public safety and will add to the traffic congestion already experienced in the town. Option 2, which sees AILs re-routed through the Mochdre industrial estate, is also unacceptable because it will add to the congestion in the town centre. Any increased delays on roadways that are already choked or any disruption caused by the loss of access routes would simply be unacceptable to justify. Finally Option 1, which proposes improvements to the A483 near Evans Windows, I have seen no evidence that these changes are going to benefit the local residents. Rather I believe it

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will have the contrary effect, in that AILs will be forced to make a difficult turning manoeuvre on what is already a notorious congestion site. Therefore, it seems to me that the only beneficiaries of these changes are going to be the wind farm developer and not the local residents, so I feel this option too is also unacceptable.

I note the response Dyfed Powys Police have submitted reiterating similar traffic management concerns, along with the significant road safety implications that transporting AILs on any of these potential routes would bring. I also believe you must carefully take into consideration the potential additional resource pressures that this would have on the Police Force in coordinating and escorting AILs. Finally on traffic management, I would also strongly contest that such road planning applications cannot be genuinely considered until the Newtown Bypass is completed and the construction work for that does not start until 2015.

In conclusion, I believe the overall detrimental impact that the proposed application will have on Newtown and the surrounding communities, significantly outweighs the benefits that this application would bring. Therefore, I can only reiterate the initial point I made at the start of this letter and respectfully request that your recommendation to the Planning Committee is to refuse this application.

Regards

A handwritten signature in black ink that reads "Russell George". The signature is written in a cursive style with a large initial 'R' and a long horizontal flourish at the end.

**Russell George AM**