

APPLICATION NO	WF/2003/1630
APPLICANT	RES UK & Ireland Limited
DEVELOPMENT	Construction and operation of an 85MW wind turbine generating station – <u>DISCHARGE OF CONDITION 12</u>
LOCATION	Keadby Power Station, Trent Side, Keadby
PARISH	KEADBY/ALTHORPE
WARD	Axholme North
SUMMARY RECOMMENDATION	Discharge the condition
REASONS FOR REFERENCE TO COMMITTEE	Member 'call in' (Councillors Barker and Briggs – significant public interest)

BACKGROUND

This is not a planning application.

It is an application to discharge condition 12 imposed on a planning permission granted by the Secretary of State, which reads as follows:

'Prior to the commencement of the development, a traffic management plan shall be prepared in consultation with the local highway authority and shall be submitted to and approved in writing by the local planning authority. Such plan shall include details of access routes for all vehicles carrying turbine parts and any alterations or improvements which may be required to the highway network along these routes including advisory signs. During construction work all deliveries shall be undertaken in accordance with the approved traffic management plan unless the local authority gives its written consent to any variation.'

POLICIES

Planning policy has no relevance to the consideration of this application.

CONSULTATIONS

The following bodies/groups have been consulted in respect of this application:

- East Riding of Yorkshire Borough Council
- Amcotts Parish Council
- Keadby with Althorpe Parish Council
- Eastoft Parish Council
- Luddington & Haldenby Parish Council

- Garthorpe & Fockerby Parish Council
- Crowle Town Council
- Councillors Trevor Barker and John Briggs as Members of the Axholme Ward
- North Lincolnshire Council as highway authority
- North Lincolnshire Council's Environmental Protection unit

At the time of preparing this agenda the following consultation responses have been received:

Highways: No objections.

Environmental Protection: No objections.

Eastoft Parish Council: No objections.

Garthorpe & Fockerby Parish Council: 'Parish councillors of Garthorpe & Fockerby have only one concern and that is that consideration be given to a local business in the vicinity, ie the mushroom farm at Ealand.'

PUBLICITY

No publicity has been carried out, other than that set out in the Consultation section, however two letters have been received.

The first letter makes the case that the canal should be utilised to bring deliveries of aggregate and other materials and equipment to the site, thereby saving multiple journeys on public highways. They elaborate by saying that enough vessels exist in close proximity, which carry much more load than lorries per trip and are far more environmentally friendly. There are benefits to both to the environment and to the contractors using the waterway as a facility to service the site.

The second letter of objection relates to footpaths and bridleways impacted upon by the traffic involved in the wind farm's construction. The detailed objection has been forwarded to the council's footpaths officer who has responded in the following manner:

'Within Crowle, Eastoft Moors Road is shown as a bridleway on the Definitive Map, which is conclusive evidence under the Wildlife and Countryside Act 1981 that there is a right of way along it on foot, on horseback and leading a horse. This is without prejudice to the existence of higher rights. North Lincolnshire are the surveying authority under the 1981 Act and, as such, we have a duty to keep the Definitive Map and Statement under continuous review. A bridleway is also a highway. This highway is maintainable at the public expense. Therefore the surface is vested in North Lincolnshire Council as highway authority. This is the same as virtually all highways maintainable at public expense, with the subsoil belonging to whomsoever.

Anyone can apply to North Lincolnshire Council to have the Definitive Map modified. If the objector felt that he had sufficient evidence for, say, the deletion of Eastoft Moors Road from it, he is at liberty to do so. Details of how to do this are available on the Definitive Map page of the North Lincolnshire Council web site.'

In respect of utilising the canal as a facility to service the wind farm site, this has been investigated in the traffic management plan and in paragraph 2.3.2 it states, 'Barge transport would add another mode of transport into the delivery chain and significantly raise the risk of damage to the component, effectively requiring the development of a two-transport solution as it would not be possible to deliver turbine components via the wharf due to their size and fragility. A bridge would therefore be required, in addition to the wharf, to get the turbines into the site.' In a detailed response to the letter of representation, the applicant company have stated, 'It has been deduced that using water transport has a much higher level of risk than the bridge as it requires multi-modal transport for delivery to site and can only provide a part solution to the transport requirements for the construction of Keadby wind farm. Due to the large volume of imports required over the short time-frame for construction, any delay in the delivery of raw material would cause significant risk for project delivery. The lack of certainty and clarity has made transport by water a high commercial risk and for these reasons, along with the strength and support from the community and major local stakeholders, the single access bridge option was considered preferable in terms of its specific access and logistical requirements to the Keady wind farm.'

ASSESSMENT

The transport management plan submits all relevant details relating to the construction and operational phases of the wind farm and Members will be aware that a new bridge (North Pilfrey Bridge) has been approved crossing the railway and canal facilitating access from the southern part of the approved wind farm into its northern part. Access for the entire wind farm will be from the A18 using a new permanent site entrance and requiring the closing of the current Scottish and Southern Energy Bridge which is in existence and will be used temporarily during the construction of the new permanent site entrance (to be known as the Hatfield Skew Bridge). As required by the condition, the transport management plan includes a range of options that have been considered, the fact that a previous transport management plan was refused, includes all details and specifications of vehicles that will be using the site and the frequency of that use and also provides information on all the necessary advance warning signs, traffic management and control mechanisms that will be utilised during the construction phase of both the wind farm and the permanent access facility.

The new permanent access from the A18 is a single access solution for the construction and operational phases of the wind farm incorporating the already approved North Pilfrey Bridge over the railway and canal and offer the best possible solution for gaining access to the wind farm.

RECOMMENDATION **Discharge condition 12 attached to planning permission WF/2003/1630.**