
From: Lewis Grace <Grace.Lewis@networkrail.co.uk>
Sent: 13 July 2020 10:06
To: AwelyMor
Cc: Sprei Stephen
Subject: EN010122-00020- Awel y Môr Offshore Wind Farm



Network Rail
1st Floor
Bristol Temple Point
Bristol
BS1 6NL

My Ref: W/TP20/067
Your Ref: EN010122-00020

Date: 10 July 2020

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

APPLICATION NO: EN010122-00020

PROPOSAL: Order granting Development Consent for the Awel y Môr Offshore Wind Farm

LOCATION: Awel y Môr Offshore Wind Farm

Dear Sir/Madam,

Thank you for your email dated **13 May 2020** together with the opportunity to comment on this proposal.

The topic relevant to us is Transportation and Access. It would seem there is an extensive network of PRoW throughout the study area which has been identified in the supporting information (section 10.4).

Please note that Network Rail have a statutory obligation to ensure the availability of safe train paths and as such we are required to take an active interest in any development activity adjacent to our property that potentially could affect the safe operation of the railway.

An assessment of the impact the development would have on nearby PRoW should be included within any Transport Statement and / or Transport chapter of the submitted Environmental Statement. The assessment should include any suggested mitigation. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to also include any developer contributions to fund such improvements with an appropriate legal agreement linked any planning permission.

The EIA should also look at pedestrian and vehicular movement over the railway, including any proposed new assets crossing the railway and the use of existing level crossings.

The ES should demonstrate that the railway infrastructure will not be compromised and be adequately protected during construction and operation.

SAFETY

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection

Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk.

WIND TURBINES

As with any structure to be erected adjacent to our property Network Rail is keen to ensure that promoters of such schemes consider the constructability, structural integrity and maintainability of the proposed turbine installations when planning the scheme. A wind turbine mast is considered to be a fixed structure which, subject to planning consent, could be constructed in close proximity to our property boundary. However, the wind turbine blades are clearly not fixed structures and their placement and operation needs to be considered as a specific issue.

On the basis that Network Rail will not permit third party operation of turbine blades above our operational infrastructure we would require the mast to be situated a minimum distance of at least one blade length away from our property boundary. Any operator intending to construct new turbines in close proximity to the operational railway would then be expected to demonstrate how both the construction and operation of the wind turbine would be managed. This should include detailed consideration of successful erection of the mast, without disruption to rail operations, and then once operational how the risk of material fatigue would be managed for both the mast and movable parts. In the event of sudden mechanical/material failure we would also expect the operator to demonstrate the expected trajectory to ground of a detached turbine blade. We would not expect this failure zone to impact on Network Rail owned/managed property.

Yours Sincerely,

Grace Lewis

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