

		with further engagement.	north-east of the proposed wind farm application site (a Site Location Plan is enclosed for reference). This letter follows on from representations previously made by our client in November 2021. Since our previous correspondence, Wildfox have obtained outline planning approval (LPA ref. P2018/0493) and subsequent reserved matters approval (LPA ref. P2022/0776) for an adventure resort (comprising of 600 lodges, a 100-bed hotel, a central plaza containing restaurants, leisure activities and shops and associated infrastructure). Details of the permissions are available via Neath Port Talbot Council's website. Overall, the proposed wind farm appears to be well aligned with the objectives of the locality, including Wildfox, and the wider UK strategic contribution to adaptation for climate change and decarbonisation. There are, however, some strategic opportunities that we wish to highlight and which we suggest are explored further prior to the submission of the planning application. Transport and Connectivity Stantec have undertaken a review of the transport proposals and have assessed this against the Welsh Government's Active Travel Network Map and the Wildfox transport proposals. In doing so, we have considered the shared opportunities available for Active Travel improvements and construction logistic opportunities that will benefit residents and users of the local area. We are pleased to see several enhancement measures have been proposed, such as the reinstatement of currently impassable public rights of way (PROW) and the upgrading of mountain bike trails within the Penhydd block. However, we believe there are further shared opportunities that will benefit both Wildfox and the public (including cyclists and walkers from the local area and Wildfox guests) during both construction and upon completion and operation.
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		There are several existing active travel routes that run through and around the proposed development site boundary (including the North to South Dragon Ride and the St Illtyd's Walk). Full consideration of opportunities to enhance those routes and network should be considered as part of this scheme. The Afan Valley Adventure Resort will connect into the active travel network of the proposed development from the routes currently connecting to Caerau and Cymmer. This provides opportunities for the Y Bryn Wind Farm site to upgrade strategic corridors that can create gateways to local communities for visitors to the Afan Valley Adventure Resort and employees to travel to the resort by active modes. Within the Welsh Governments Active Travel Network Map, a future walking and cycling route between Goytre to Bryn, then continuing onto Maesteg has been identified. The section between Maesteg to the boundary of the Bridgend County Borough Council has been identified as a medium-term priority, with the rest of the route as a long-term priority. This proposed route's proximity to the proposed site boundary, offers a potential opportunity to create a strategic corridor that acts as a gateway to the local active travel network and connecting active routes across the Y Bryn wind farm for the local community. The additional upgrading of mountain bike trails within Afan Forest Park and proposals to restore a number of offsite PRow's offer an opportunity for the site to provide cycle routes that uplift the tourist offering for the Afan Valley Resort, serving the wider Afan Valley's residents through the creation of leisure routes within their local active travel network. During construction and decommissioning of the Y Bryn Wind Farm site, it is anticipated that the temporary closure, partial closure or diversions of active travel routes through the site will be required. However, having reviewed Chapter 15 of the Environmental Statement submitted as part of the draft Y Bryn Wind Farm application, the closure and
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			diversion of active travel routes during this time are judged not to significantly disrupt access to and from the Afan Valley Adventure Resort, with alternative routes available. Regarding Construction Traffic, while HGV construction traffic for the Y Bryn Wind Farm and Afan Valley Adventure Resort share construction routes, mitigation is in place to ensure that the route to the proposed development remains a safe environment and disruption to local traffic flows are kept to a minimum. Opportunities should be considered to deliver local enhancements to those routes aligned with local strategies around placemaking and the public realm, so serve as gateway routes to the valley. Additionally, it is concluded that once construction is complete, the Y Bryn Wind Farm project will have a minimal effect on the Wildfox resort as, once complete, it will generate a very low number of trips and vehicles. Landscape and Visual Stantec have also undertaken a review of the Y Bryn Wind Farm Seascape, Landscape and Visual Impact Assessment (SLVIA) and supporting figures, visualisations, and appendices. The proposed Y Bryn Wind Farm and Wildfox are situated in a large-scale landscape with character which has become defined by wind turbines and renewable energy generation. Therefore, it is considered that visitors to Wildfox would not consider it unusual to see more wind turbines in the surrounding landscape which already contains wind turbines. The Zone of Theoretical Visibility (ZTV) plans which support the SLVIA for Y Bryn Wind Farm indicate areas within Wildfox which will have sight of the proposed wind turbines. However, no visual assessment, wirelines, or visualisations, to represent the future views of Wildfox users have been provided in the SLVIA. It is considered that visualisations would be helpful for Wildfox to understand the nature of views of the proposed Y Bryn Wind Farm, as seen from key areas of the Wildfox Resort, and that this information could usefully inform the detailed design process currently underway.
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			The SLVIA acknowledges that there is potential for significant cumulative effects between the proposed Y Bryn Wind Farm development and the consented Wildfox development, and states that there were significant cumulative effects identified for Landscape Character Areas (LCAs), viewpoint locations and landscape designations. However, only LCA cumulative effects were described. We would therefore like to seek clarification as to whether there were significant cumulative visual effects upon visual receptors and landscape designations identified and which arise from the combination of addition of Y Bryn Wind Farm to the consented Wildfox scheme. We acknowledge that there is potential opportunity for Wildfox to provide visitor interpretation boards about the surrounding landscape, including the various existing and proposed windfarms; and there could be opportunity to create outlook posts, perhaps from or associated with any zip wire towers, as visitor features which look across a landscape that generates sustainable energy. Additionally, there are opportunities to acknowledge and link Wildfox to the wind farm landscape that it is situated within, such as: • linking visitor experiences between Wildfox and the Y Bryn wind farm, such as organised visits to the top of a wind turbine; • repurposing wind turbine blades for bike sheds / secure bike storage (previously done in Denmark), pedestrian footbridges, changing room pods, street furniture or play equipment; • re-using wind turbine masts as the structure of zip wire towers, • utilising wind turbine blades vertically in the ground to create landscape-scale sculpture and branding / signage across Wildfox. Community Benefit Fund / Green Economy Other wind farms within the area provide a Community Benefit Fund that is available throughout the life of the wind farm. One such example is the Llynfi Afan Renewable Energy Park, whose £96,000 a year fund is available to community groups and projects within the wards of Cymmer and Gwynfi in Neath Port Talbot and in Blaengarw and Caerau in Bridgend. A similar community benefit fund should therefore be made available for the
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			locality to contribute to uplifting infrastructure and supporting businesses and communities to support the transition to a low carbon economy. The provision of a fund, which can be used to enhance and improve the quality of the local towns and villages within the region, provides a significant benefit to local residents and users of the area. This would create a long-lasting legacy for future generations, which would be as a direct consequence of the proposals. Furthermore, there is a real opportunity for proposals such as this to directly contribute towards the green economy of the local area; creating a local economy that aims for sustainable development without degrading the environment. Environmental, Social and Governance (ESG) Principles, which promote a more stakeholder-centric approach to development, should be utilised to assist with skills development within the local community and explore shared opportunities to work together: • Liaison with local schools / local businesses; • STEM activities / workshops; • A detailed Workforce Development Strategy which promotes local opportunities for engaging in green sectors • Supply chain engagement with local business • Use of redundant turbine blades for public art, bike parking and other suitable infrastructure etc. Supply of Green Electricity to Wildfox The application site is large, in an exposed, hilly location and presently without significant tree cover, which suggests that in principle wind turbine systems could make a good contribution to the areas energy demand. Indeed, large-scale wind energy generation is an important part of the overall energy strategy for the region. If planning permission for the wind farm is granted, there is an opportunity for the Wildfox Resort to establish a direct connection to the wind farm (potentially through a private-
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			wire arrangement) to obtain a green electricity supply. This would significantly reduce operational CO2 emissions associated with the day-to-day running of the resort. This would of course be subject to the supply tariffs associated with any such arrangement. However, if electricity via a private wire were sufficiently priced, the benefits of utilising the wind farm and obtaining renewable energy from wind would be significant and commensurate with the objectives of the locality and the wider UK strategic contribution to adaption for climate change and decarbonisation. Conclusion Overall, the proposed wind farm will contribute directly towards the quality of the area, by creating gateways for visitors and improving strategic transport routes and corridors within the locality. Wildfox welcome the shared opportunities for Active Travel Improvements and construction logistic opportunities that will benefit both Wildfox and the public. From a landscape and visual perspective and based upon the SLVIA information which has been reviewed, there are no overarching landscape or visual reasons to object to Y Bryn Wind Farm. However, the provision of additional visualisations to understand the nature of views of the proposed Y Bryn Wind Farm, as seen from key areas of the Wildfox Resort would be helpful. This information could then be used to inform the detailed design process currently underway. Proposals that directly contribute to the green economy and provide direct benefits to the quality of the local area should be supported. The provision a Community Benefit Fund should be considered to contribute to uplifting infrastructure and supporting businesses and communities to support the transition to a low carbon economy. Opportunities for the Y Bryn Wind Farm to contribute to upskilling and providing opportunities for the local workforce to engage win jobs within green sectors should also be explored.
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			The proposals provide an opportunity to connect and provide a green electricity supply directly to the Wildfox Resort. This aligns with the climate change and decarbonisation objectives of Wildfox. For the reasons identified above, and subject to further engagement on the points raised within this letter, Wildfox support the proposed Y Bryn Wind Farm.
Applicant response			
Note and welcome the positive remarks.			
Consultee	Type	Overview	Consultee Issues Raised
David Rees MS	Stakeholder	Feedback provided with concerns noted.	I am writing to highlight concerns that I, and many of my constituents, continue to have regarding the latest proposal from Coriolis Energy, in partnership with ESB, for the development of a 138.6 MW wind Turbine farm, known as Y Bryn Wind Farm, on mountains above the village of Bryn. I have attended several of the public exhibitions which form part of the community engagement requirements of the planning process for such proposals and was quite surprised at the lack of detail that was available at those meetings to allow people to make fully informed decisions and take views on the proposal. Instead, residents were often told to visit the website and access the full set of documents for the proposal -thereby not engaging with people but sending them home to read the many, many pages of the proposal. I would have hoped to have had some answers at the events and not continually be directed to the proposal documents. When I asked about the routes to be taken for the construction phase, I was told no decision had been taken yet as discussions with Welsh Government were still ongoing and they could still only provide a list of options they would like to use (please see below). Worse, I was informed that any site investigative work on the proposed route would be undertaken prior to submitting the transport plan to the local planning authority, once approval for the proposal had been received (if it is approved) from Welsh

			Government/. In other words, they would expect such planning to be granted based upon the success of the proposal but surely the proposal should include ALL aspects of the development and not merely the bits needed for certain elements. I do not believe the proposed route of establishing a new slip road off the M4 at a busy section of the road which has often been criticised for slow traffic flow will benefit the travelling community that regularly use the M4 – not just for the development but also for the construction of the road itself. As previously stated, during an earlier consultation: For the access routes to the development site, one option continues to be considered is the construction of a new slip road off the M4 above Margam which would lead on to a 6m wide access road that will climb Mynydd Margam above Bombil onto the top of the mountain and then traverse across beyond the existing wind farm and on to the new site. As stated above, there is no doubt that the construction will cause disruption to traffic flows along the M4 section between junctions 40 and 41, and as you know, the traffic flows along sections between junctions 38 and 43 have consistently been under scrutiny and further disruption could lead to increased levels of emissions and pollutants plus increased levels of noise for inhabitants of Bombil and Margam. Additionally, I have been informed by a former engineer on the development of the then Port Talbot bypass (Now the M4 between junctions 39 and 41) that the stability of this land is questionable and thus may not be suitable for such an access road, so for NO site investigative work to have been carried out is astounding and must put this application on hold. Section 11.5.8 highlights that there is no intention to further this aspect until the developer seeks consent under the highways act. This section also appears to indicate that any work on such a slip road will be from the proposed turbine sites and thus work down the mountain – what possibility of slides will be considered in such an application? In relation to concerns expressed on historical mine workings that may need to be considered section 10.5.35 highlights the possibility that there may need further investigative work to be undertaken on each turbine site. Toi date this has not been done (as it appears in that section) and thus it is unclear of the possible impact of the development on those workings. We have recently seen within the constituency, the implications on communities if those historical mine workings fail and water accumulates to an unacceptable level. This proposal should be halted until all investigative work has
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			been completed to ensure that the possibility of a similar incident occurring within local communities has been ruled out. The latest proposal is for 18 turbines, 4 which would be a height of 250m to the tip. Thus, a structure which will be 250m high on top of mountains which will vary in height of between 200m and 340m above sea level. It will be possible for the tips of these structures to be well over 500m above sea level and clearly visible from a very wide area. Added to this, these structures will be on land which is often overflowed by the air ambulance as it returns to Morriston Hospital (I often see them travel this route from my own home). I note from section 15.3.21 that the Wales Air Ambulance is one of those aviation bodies that has been consulted and indicated no objections consulted on this proposal but I am surprised that to date there appears no detailed response from the Wales Air Ambulance service and would welcome sight of their response. As I would for the responses from other aviation bodies. I note that from sections 15.6.1 and 15.3.21 that discussions are ongoing with Cardiff Airport on their concerns and do not see how any proposal can be submitted for consideration by the Welsh Government until all can be assured of the safety of every passenger flying in/out of Cardiff Airport and others that may be impacted upon. Clearly, the size of these turbines, which will be the tallest in Wales, if not the UK, for on shore turbines is a major factor that has to be reflected upon and questions need to be asked as to why this size of turbine, are they safe, deliverable and necessary, even though some have been reduced, none are below 200m to tip with. These questions were raised with the developer's representatives at the recent exhibition and the answer I received was that manufacturers are only making 250m high turbines and thus they have no alternative other than use these. I question the sentiment behind this statement and thus question the real intention of the developer together with their desire to work with communities when they appear to have a desire to work with manufacturers first with a priority on profit generation rather than a balance of energy generation with civic responsibilities. The proposal is also close to a development which is underway at Garnwen, above Maesteg, of at least 10 turbines; none of which are 250m in height. There was no
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			consideration of the impact upon that development or upon the cumulative impact this development would have. I would also take this opportunity to remind all that there are already several wind farms within this strategic area including the largest onshore wind farm in the UK at Pen Y Cymoedd. I therefore believe that it is important that the cumulative impact of wind turbine development also becomes a consideration in any proposal and I am not aware of this being considered for this proposal. The cumulative impact is already a consideration in the aviation section and should also be in the noise, flicker and visual impact considerations. I am aware that many put the visual impact considerations as a minor factor for the planning process but it has a great impact upon people and communities. The residents in Bryn, and those in surrounding villages, have already had to accept numerous wind farm developments and it is important for the cumulative impact of yet another wind farm amongst those communities be given full recognition. These are very high turbines which will be visible from many areas within my constituency and I am sure well beyond it. They add to the many turbines that are already visible on our skylines, not only in my constituency but across South Wales. Many say the future is offshore wind development, including Floating Offshore Wind, surely now is the time to focus upon that approach to renewables and support local communities rather than impose more onshore wind farm developments upon small communities which will become overwhelmed by turbines surrounding them I have previously sought clarification if you could please provide details as to whether any agreement exists, in principle or otherwise, between yourselves, as developers of the proposal (Coriolis Energy & ESB), and Welsh Government and/or NRW either as part of the tender process for the wind farm or subsequent to the success of Coriolis Energy & ESB in being awarded the tender for the development of this land parcel for a wind farm. Additionally, what, if any, Wattage output was agreed at the tender stage and what discussions have been held with either Welsh Government and/or Natural Resources Wales since the awarding of the tender to Coriolis Energy in relation to the Wattage output for the wind farm that was to be developed. I have not yet had a response to this.
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			Finally, when asked about the connection to the national grid and its ability to handle the extra electricity transmission, I was informed that a connection would be to a sub-station in Margam. The document section 5.11.3 states appendix 5.1 would provide more detail. However, Appendix 5.1 mentions indicative connections and also refers to the option of using the Margam Grid Supply Point via overhead cables on wooden poles above the M4. Has this been discussed with Welsh Government as the body responsible for the M4? Can you also confirm that you have an agreement with National Grid for a such a connection and that the current status of the Grid in South Wales will be stable enough to accept that supply. Can you confirm that the grid has the capacity for transmitting the electricity generated by this development and that no additional infrastructure for grid transmission will be required across South Wales as a consequence of this and other developments. Once again, the concept of cumulative impact of renewable energy developments needs to be factored in. I urge you to reflect upon these points and upon the view of many local people that this proposal is not acceptable and still does not carry the local community's support.
Applicant response			
Investigations and assessment of the proposed general construction and abnormal loads traffic routes are covered in detailed within Chapter 11 of the ES. An air quality assessment for increased road traffic has been undertaken at Appendix 14.2 of the ES. A Geotechnical Assessment of the access road from the M4 now accompanies the final submission, at Appendix 10.5 of the ES. All consultation correspondence, including from Wales Air Ambulance, are included within Appendix 3.3 of the ES. Every topic chapter includes an assessment for cumulative effects.			

The proposed development holds a grid connection offer from National Grid for connection at Margam grid supply point (GSP) substation, current energisation date 2029, with no technical constraints or curtailments applying. This can be confirmed by reference to the Transmissions Entry Capacity (TEC) register. The proposed development can therefore contribute to Welsh Government's 2030

Consultee	Type	Overview	Consultee Issues Raised
Dr Altaf Hussain MS	Stakeholder	Feedback provided with concerns noted.	I would like to submit my comments to the pre-application consultation which Coriolis Energy held this summer. The closing date for this is July 17 2023. I recognise the changes listed in the material on display at the exhibition staged at Bryn Village Hall. The number of turbines is now 18 instead of the original 26 and also the relocation of two turbines to reduce the impact on Bryn village. I also understand that the height of some turbines has been reduced. I welcome these changes. However, I remain opposed to the proposal. My chief concern remains the height of the proposed turbines. Although some have been reduced in height, others have not and some will be as much as 800 feet or more in height – making them the tallest on-shore wind turbines in the UK. This plan is treating residents in Bryn and other neighbouring communities as guinea pigs. The pitfalls and problems from having such tall turbines are completely unknown as they have never been placed on land previously. As they have only been out at sea, nobody knows what the noise factor will be or how the turbines will behave in high winds on top of a mountain. We have already seen a much smaller turbine fail and crash to the ground at the Pant y Wal windfarm and I understand that turbine failures are occurring with greater frequency across the world as turbines reach the end of their lives and collapse without warning.

			If one of these monster turbines should fall,, it would cover a considerable amount of ground – the length of two football pitches. This poses a danger to anyone walking on the mountain alongside these turbines. Without mincing my words, the turbines will be monsters standing up to ten times the height of the nearby trees and possibly posing a threat to aircraft including helicopters. They will be visible for huge distances around Maesteg and Bryn and also across the Bristol Channel in Devon. Wind turbulence is another factor that is a complete unknown because no-one has placed such high turbines on land before. I also have concerns about other factors including: • Loss of habitat and impact on wildlife • Visual intrusion into the mountain top landscape • Impact on tourism in the Afan Valley • Loss of property value in Bryn and other affected communities. • Flicker from the blades affecting health of residents • Damage to any peat on the mountainside caused by the need to create massive foundations for the turbines • Uncertainty about who will be liable when the turbines reach the end of their lives and need to be removed. Will the taxpayer be forced to pick up the bill if Coriolis fails or is no longer in existence?
Applicant response			
Information regarding the size and economics of modern onshore wind turbines is contained within Chapter 4 of the ES. Turbines of the size proposed are not novel and have been consented and built onshore.			

Issues regarding public health and safety are addressed in Chapter 14 of the ES.

All low flying airspace users have been consulted throughout the development process, as detailed in Chapter 15 of the ES.

With the exception of property values and end of life liability, each of the remaining bulleted issues are address within assessments in the ES.

Consultee	Type	Overview	Consultee Issues Raised
Huw Irranca-Davies MS and Chris Elmore MP	Stakeholder	Feedback provided with concerns noted.	Further to your most recent consultation events, we are jointly writing to ask you to further amend your proposals for Y Bryn windfarm. Please note that this representation is also emphatically supported by Cllr Richard Collins, Cllr Martin Hughes, Cllr Paul Davies who also represent these local communities on Bridgend County Borough Council. We know that some adjustments have been made already in response to previous pre-application stages of consultations, and in response to views from residents in communities close to the Y Bryn development. The further request we now make – as the locally elected Member of the Senedd and the Member of Parliament for Ogmore – is to ask you to continue to listen to the feedback from residents in the Ogmore (and Aberavon) constituencies and make further adjustments. Our comments relate primarily to the impacts on Ogmore of the latest proposals. I know that my colleague David Rees MS will make separate representations in respect of Aberavon. In your latest proposal. the only remaining wind turbines at the tallest height of 250 metres are those which face most directly onto and are closest to the communities of Maesteg Park and Llwydarth and the upper parts of Alma Road. They are also viewable at a greater distance from other parts of Maesteg such as Garth and also the historic

		conservation area of Llangynwyd. These are the turbines marked T8, T9 and T10 on the latest proposals. The visual impact on these communities from this ridge of the closest wind turbines along Mynydd Bach and Mynydd Margam is now amongst the most impactful of all of the turbines in your latest proposal. The visual impact of these turbines on the communities we represent is actually exacerbated by the reductions in height, adjustments to locations and withdrawal of other turbines which you have made as a result of earlier consultation feedback. At a recent consultation event, these particular turbines were described by one of your colleagues as being more “in the centre” of the layout of the overall proposal, implying a greater distance and lesser visual impact from residents. We do not accept this, as the combination of the exceptional height and close proximity of these turbines to several densely populated communities in the upper Llynfi valley is obvious. We also understand that reductions in height and location have been made to the turbines closest to the historic sites of Margam Abbey for reasons of visual impact on the abbey and park. We do not disagree with this decision, but we consider the visual impact on the communities of Maesteg Park, Llwydarth, Alma Road and others nearby is surely of at least equal importance. To put it in simple terms, these turbines at 250m now stand out like several sore thumbs. It is simply unacceptable that these communities have singularly to accept the close proximity of the largest turbines in this proposal. This will not be regarded as just and fair by these residents, or by us. So we ask you to think again. We therefore ask you to adjust your proposal to reduce the height of turbines T8, T9 and T10 to reflect the visual impact on the communities in Maesteg, thus reflecting the approach you have taken to reduce the visual impact on other communities. Ideally these turbines would be reduced to the 206m heights proposed for those nearest to
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			Bryn and to Caerau/Nantyffyllon, and this would be also applied to turbines T6 and T7 too which would be to the benefit of residents of Bryn and the upper Llynfi valley. The contribution of on-shore wind to our net-zero targets in Wales is crucial. It is also key to our longer-term energy security and affordability. This constituency of Ogmoredale (and indeed the whole of the South Wales valleys) continues to play its part in meeting this challenge. But the impact on individual communities must be considered fully in taking forward these proposals, and adjustments made in response to concerns over disproportionate visual impacts. We have copied this correspondence to the local authority, to the Planning Inspectorate, and to the Minister Julie James so she is aware of this representation.
Applicant response			
The design evolution process is detailed within Chapter 4 of the ES, and landscape and visual impacts within Chapter 7. The Planning Statement document provides the balancing exercise between the significant effects of the proposed development (mainly, landscape and visual) and the weight of climate change, energy and planning policy and targets in support. It is the Applicants conclusion that, on balance, the benefits outweigh these effects.			
Consultee	Type	Overview	Consultee Issues Raised
Glamorgan Gwent Archaeological Trust (GGAT)	Stakeholder	Further mitigation requested through the planning process.	Thank you for your letter notifying us that information relating to this proposal has been submitted. We are commenting on this as part of our remit as archaeological advisors to the Unitary Authorities in SE Wales. The proposal will require further archaeological mitigation for historic environment purposes, within the planning process.

			The information submitted to the portal includes the Heritage section of the Environmental Statement, which is formed by Chapter 9: Cultural Heritage Assessment, which is informed by Appendix 9.1: the Historic Environment Desk-Based Assessment and Stage 1 Settings Assessment (Headland Archaeology, undated and referenced), Appendix 9.2: ASIDOHL (Headland Archaeology, undated and referenced). The southern block of the proposed development area includes the Registered Landscape of Special Historic Interest of Margam Mountain (HLW (WGI/MGI) 2). Therefore, an ASIDOHL has been undertaken as part of the ES, and that content is the remit of Cadw; we make no comment on that document. The Cultural Heritage chapter, supported by the findings of the Desk-Based Assessment, has collated information on the historic environment and historic assets from appropriate sources, and assessed the results of a site visit. It has also examined the nature of both the designated and known non-designated historic assets, and assessed their significance, and has assessed and determined the potential for there to be further assets that may exist that would be impacted by the development proposal. The assessment is by archaeological period, with the potential for further deposits being encountered ranked from low to high. These studies have resulted in an informed recommendation regarding mitigation based on the results. The Historic Environment Desk Based Assessment listed the historic assets that are known, and has identified the likely potential for any previously unknown assets to be encountered. It has also considered the potential impact on the setting. These known assets will not be directly physically impacted by the proposals. The assessment report Appendix 9.1 will require the insertion of a bilingual summary prior to its submission to the Historic Environment Record. It is the responsibility of the report's compliers to ensure that reports arising from the HER searches are deposited with the HER, to comply with the Guidance Microsoft Word - Guidance for the Submission of Data to Welsh HERs V2 (EN) (ggat.org.uk) and ensure that the Historic Environment Record is up to date for further decision making, research and
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			information purposes. As part of this, the summaries and any new site data should be bilingual in Welsh and English. Maintaining the Record is undertaken by the Trusts on behalf of the Welsh Ministers in accordance with the requirements of the Historic Environment (Wales) Act 2016. In advising on any appropriate mitigation, the current Government advice in Planning Policy Wales Edition 11, 2021, and the supporting 2017 TAN24: The Historic Environment is that archaeological deposits should remain preserved in situ, and if the need for the development is considered to outweigh the importance of the archaeological resource, then the requirement will be preservation by record. The archaeological Desk-Based Assessment has been undertaken to the appropriate and approved methodology, and the results are as discussed above. Therefore it is our recommendation that a condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted. We envisage that this programme of work would take the form of a watching brief during the groundworks required for the development, with detailed contingency arrangements including the provision of sufficient time and resources to ensure that any archaeological features or finds that are located are properly investigated and recorded; it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results. To ensure adherence to the recommendations we recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014 <i>No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning</i>
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			<i>authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.</i> <i>Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.</i> <i>This is assuming the design of the proposal continues as currently proposed; however, this is with the proviso that should the development plans change, there may be changes to the understanding of the potential impact and in that case there may need to be a re-assessment.</i> <i>We also recommend that a note should be attached to any consent explaining that:</i> <i>The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance Chartered Institute for Archaeologists and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member Looking for an archaeologist? Chartered Institute for Archaeologists.</i> <i>If you require further information, please contact us.</i>
Applicant response			
A bilingual summary has been provided with the final submission. Written scheme of investigation and an archaeological watching brief are both being proposed by the Applicant.			
Land Quality Advice Service (LQAS)	Specialist Consultee (non-statutory)	A number of issues raised	I refer to your e-mail of 4th of July consulting the Soil, Peatland & Agricultural Land Use Planning Unit on the above as a statutory pre-application consultee. This substantive response is made in accordance with Article 10 of the Developments of National Significance (Procedure) (Wales) Order 2016 and: Schedule 5 of the Town and Country Planning Act 1990¹ (as amended),

	engagement)		• MTAN 1 Aggregates, Chapter D – 2004₂ • Planning Policy Wales (PPW), Edition 11 – 2021₃. • National Development Framework (NDF) Future Wales: The National Plan 2040. This substantive response includes at Annex 1 the Department's appraisal of the application documents in respect of mineral planning, soils and peatlands. 1. Substantive Response As per Article 10(2)(c) of the 2016 Order, the Department advises the applicant of concerns identified in relation to the proposed development and how those concerns can be addressed. 2. Context and Background: The Natural Resources Policy (NRP) requires that we sustainably manage our soil resource, to build resilience and maintain the soils functions and ecosystem services our soils provide. Mineral, organo-mineral and peat soils are fragile, finite and provide crucial ecosystem services and functions. These services and functions include carbon and water storage, biodiversity and important contributions to climate regulation. As per the stepwise approach (PPW, paragraph 6.4.21), the first priority must be to avoid impacts to peatland bodies and their functioning. The Department expect proposals not to impact peatland bodies or hydrological function and this should be clearly demonstrated in the proposals. 3. Policy Context and Guidance
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			The Department has examined the proposals and consider the policies and guidance below are also applicable to this development: - • Policy 9 of Future Wales - The National Plan 2040 highlights soil carbon, biodiversity hotspots / networks, natural flood management and upland habitats as 'national natural resources'. These national natural resources exist as a direct result of the presence of peat soils. • Policy 18(11) of Future Wales – sets out the need for acceptable provisions relating to the decommissioning of the development at the end of its lifetime, including the removal of infrastructure and effective restoration. • Chapter D of MTAN 1 (Aggregates) sets out detailed advice on the mechanisms for delivering a high standard of restoration, aftercare and provide for a beneficial after-use. • Paragraph 5.14.34 of PPW 11 - <i>"Borrow pits must be restored to the high standard expected of other forms of mineral development."</i> 4. Agricultural Land Classification (ALC): Information and advice: The Department does not hold any information on detailed ALC field surveys for the site. According to the Predictive ALC Map for Wales, the site is considered at best Grade 4. A detailed ALC field survey is not recommended for the site. The Department does not consider BMV land to be present at this site and therefore Planning Policy Wales (PPW) 11, paragraphs 3.58 and 3.59 would not apply. 5. Borrow Pits and associated infrastructure: The proposal has not demonstrated that the site can be reclaimed to an acceptable standard and after-use. This should have been presented in sufficient detail for the
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			determining authority and statutory consultees to form a judgement as to its feasibility (MTAN1, paragraph 106). There is significant doubt as to whether satisfactory reclamation can be achieved at the site, and as such, the planning permission should be refused. (MTAN1, paragraph 97). The lack of a detailed scheme means the Department does not have confidence that the land can, as far as reasonably practicable, be brought to the required standard when it is reasonably fit for that use in accordance with paragraph 3 of Schedule 5 of the 1990 Act. The proposal is contrary to Paragraph 5.14.34 of Planning Policy Wales, “Borrow pits must be restored to the high standard expected of other forms of mineral development.” The proposal lacks the detail necessary to assess whether this is achievable and to be able to condition against. The Department does not agree that this is left to a post consent condition. 6. Peat Soils: The Department welcomes the efforts made to avoid peat impacts in the proposal’s evolution. However, there are some contradictory statements and further clarification required in respect of infrastructure siting and potential peat impacts. The documents state that no infrastructure is to be placed on peat >0.5m deep and there will be no peat excavations or handing. However, according to Figure 10.4 (Peat Interpolation), there appears to be infrastructure proposed on areas of peat with depth ranging from 0.3m – 0.5m and even >0.5m in some cases. Examples are: • Construction compound near T8 and T9, and existing track upgrade to north east and south. • New track from T12 to (and including) borrow pit to north east. • T9, T10, T11 and T12 crane hardstanding. • New track to T16 and T18.
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			Existing track upgrades between T09 and T10 The department would welcome further clarification on the impacts of infrastructure on peaty soils and associated hydrological functions. There are also statements made (e.g., Section 5.6.7 and 5.6.8) regarding details on peat handling and storage being prepared in the CMS. This would appear to contradict the earlier statement that no peat extraction would be undertaken. Clarification on this matter would be welcome. 7. Use of soils: The proposals do not provide detailed information on the potential impact of the development, on soils, the use of soils and the reinstatement of all soils. For all disturbed soil areas (permanent and/or temporary) a soil management scheme should be prepared by the developer, informed by a baseline soil resources and physical characteristics report. This should be a clear scheme and programme setting out how all soils will be managed and reinstated in order to maintain their function. 8. Micro-siting: Due to the sensitive nature of peatland bodies and associated hydrology, the Department does not accept the broad micro-siting allowance of 50m proposed for turbines or any other infrastructure. Micro-siting allowances should be restricted where there may be a sensitive directional restriction such as peatland bodies or hydrological impacts. 9. Decommissioning: The Department does not consider that there is sufficient information to reasonably assess and determine whether effective site restoration can be achieved post decommissioning. The Department considers that the broad decommissioning
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			proposal in Section 5.17.1 does not meet the requirements of Policy 18(11) of Future Wales. A detailed decommissioning and restoration plans should be provided as part of this application. The advice expressed does not bind any other part of Welsh Government commenting on the proposal. I trust the above comments are clear and unambiguous.
Applicant response			
The Applicant notes the points raised and has addressed detailed comments within the ES: • Borrow pits: a Borrow Pit Management Plan has now been prepared (ES Appendix 10.6), addressing the comments raised • Peat soils: additional peat probes have been undertaken and clarification provided within Chapter 10 of the ES. • Use of soils: details for a Soil Handling and Management Scheme have now been provided within Chapter 10 of the ES. • Decommissioning: the applicant considers, with reference to precedent (including recently consented Upper Ogmere Wind Farm), that the approach the decommissioning proposals is appropriate.			

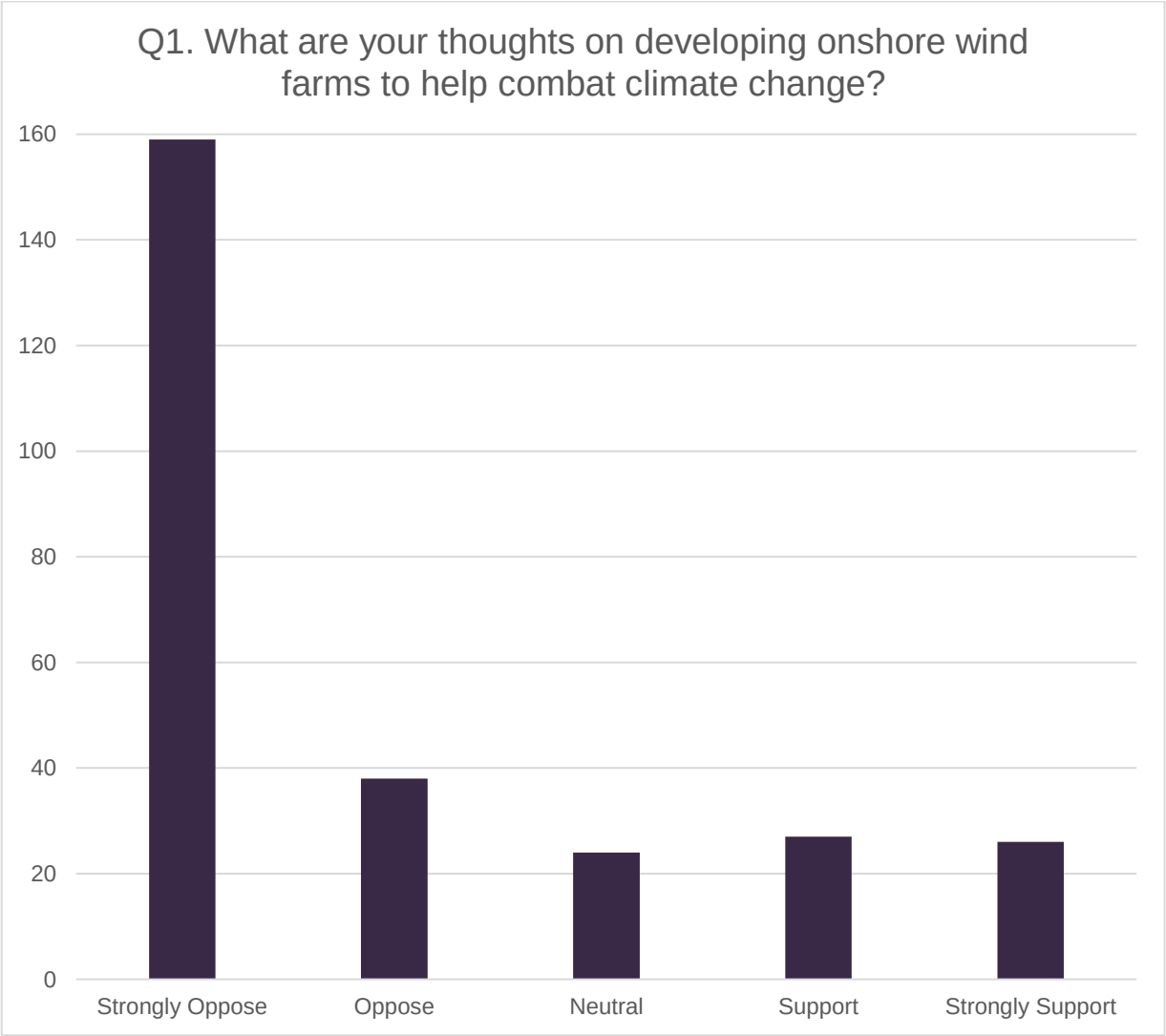
9.3. Community responses

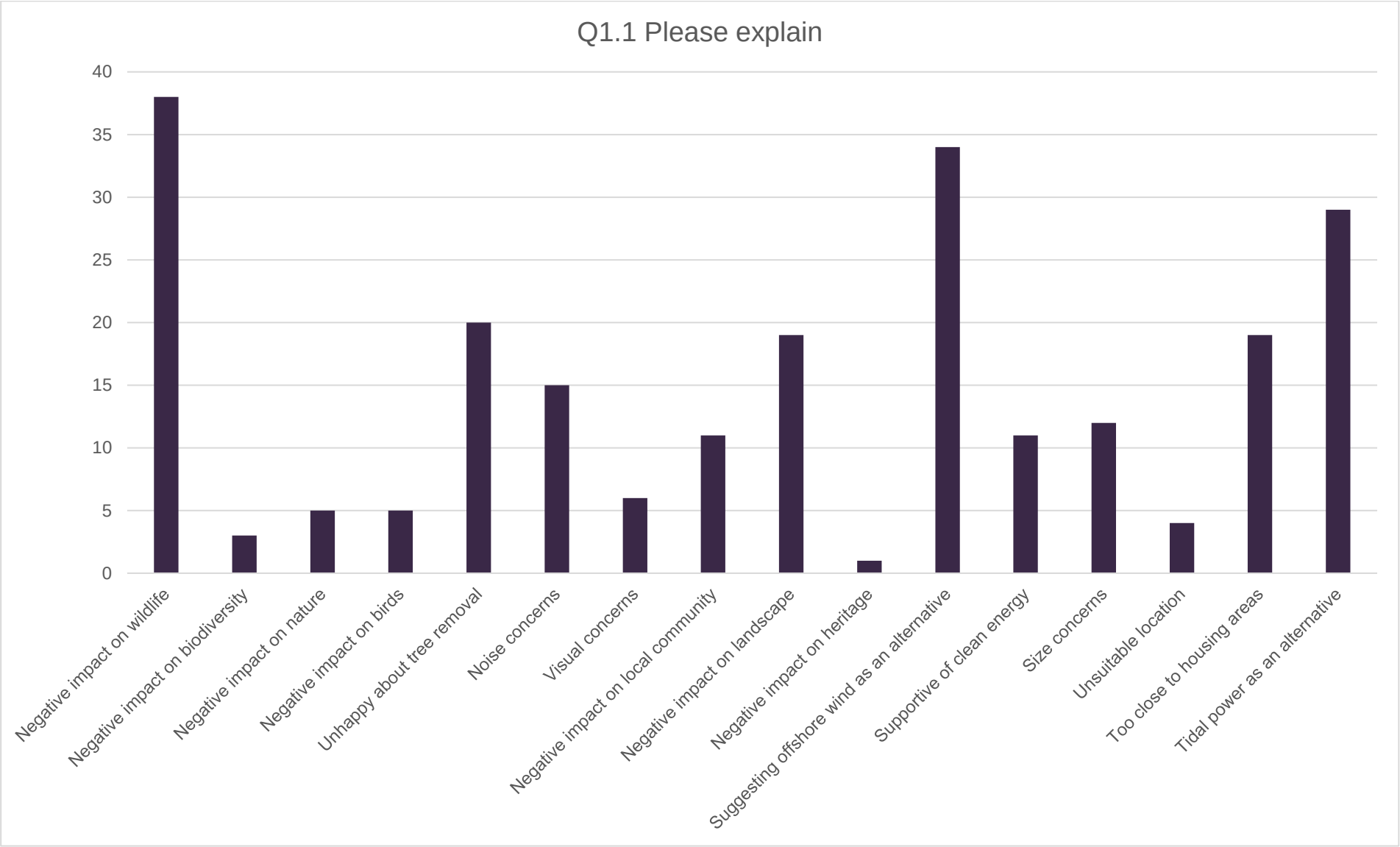
9.3.1. In addition to the above noted responses from statutory consultees, the Applicant received responses from local residents, interest groups, wider stakeholders and interested parties as a result of the additional non-statutory consultation undertaken.

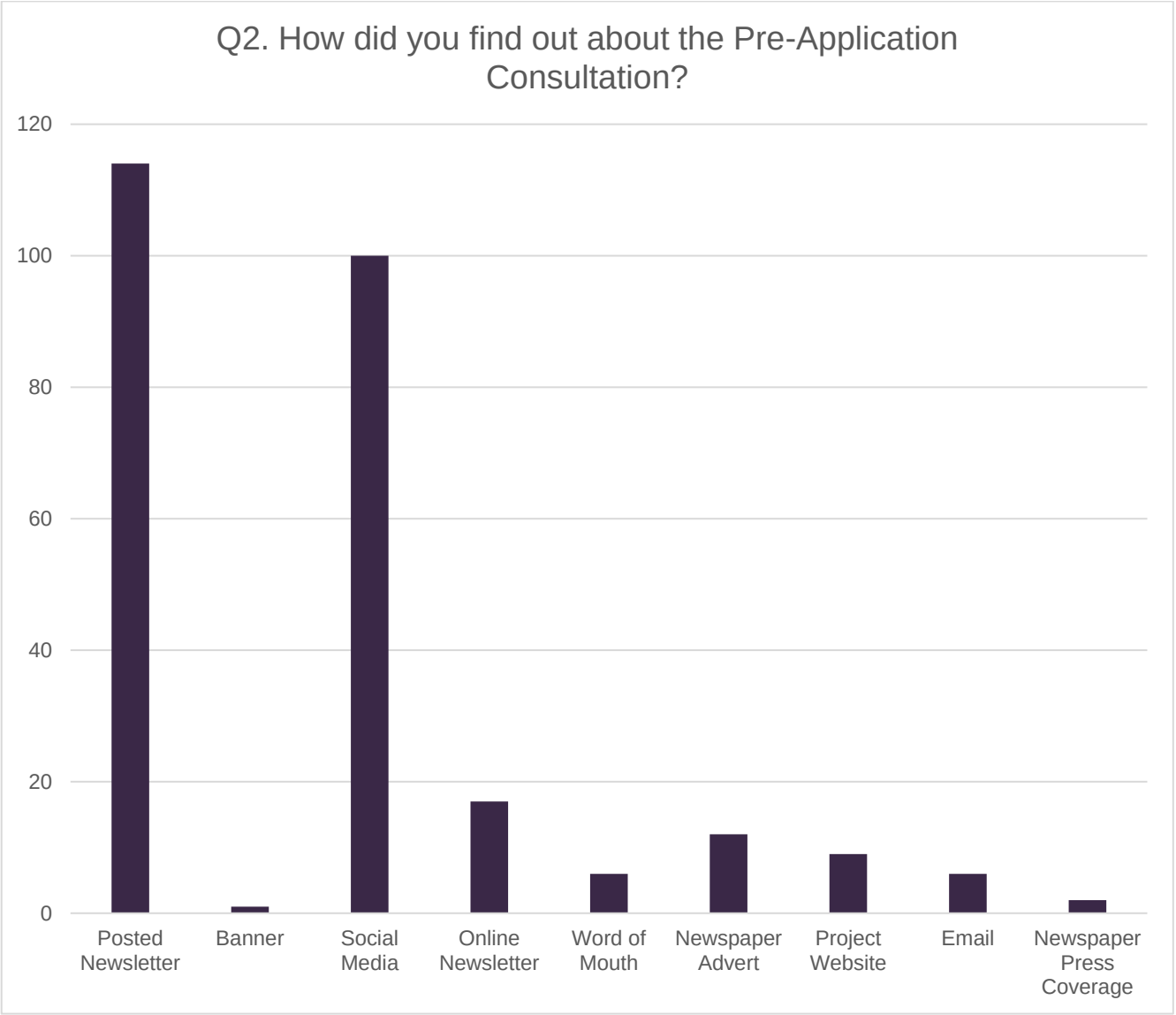
9.3.2. The table below summarises the level of response to the consultation process. An assessment of main issues raised in the feedback from all non-statutory consultees received via feedback form, webform/website, email, post or telephone, and the Applicant's response is incorporated within the 'Issues and Response' table, which can be found in Chapter 8 of this report.

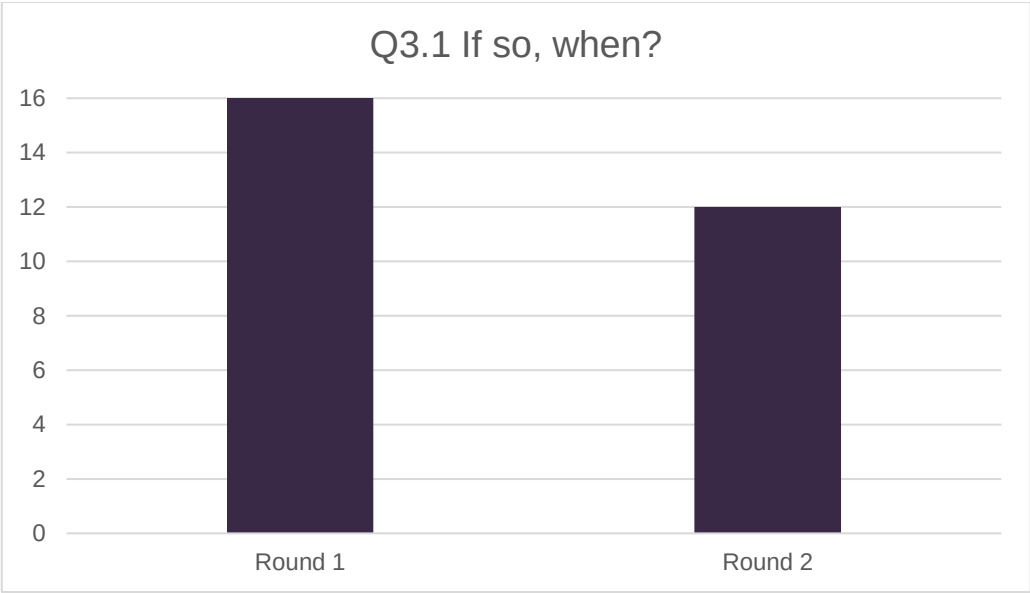
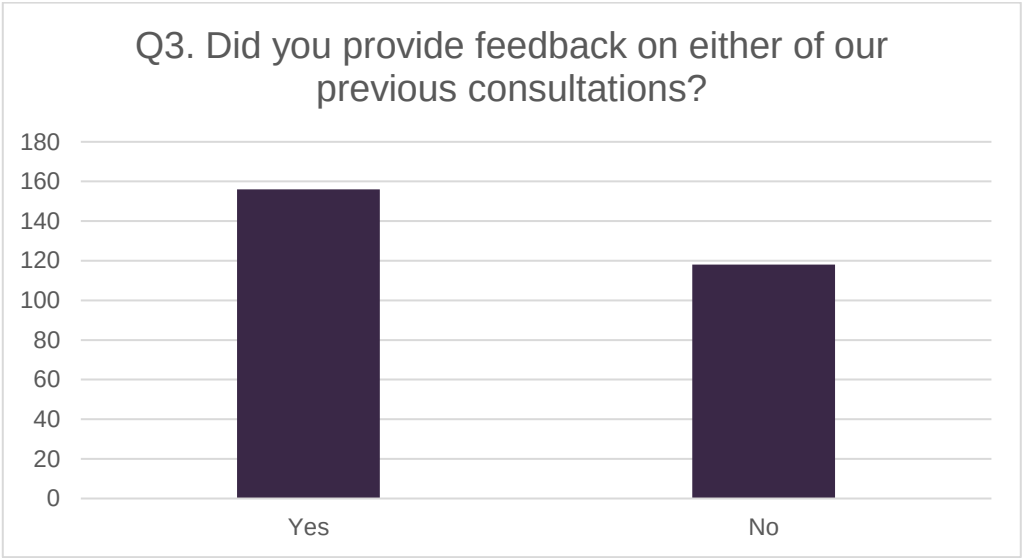
Response mechanism	Number of responses received during statutory consultation period
Feedback Form (hard copy via Freepost/exhibition and online)	274
Freephone Calls	3
Project Email	77
Freepost enquiries	0
Webform/website	23
Total	377

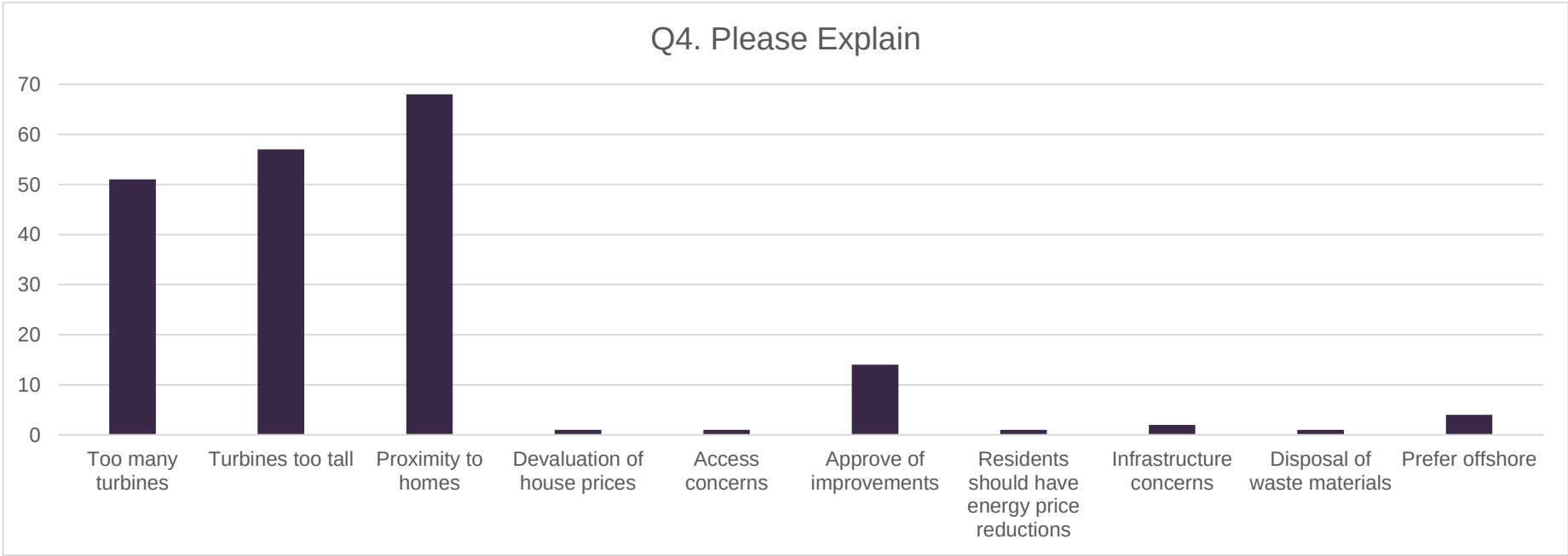
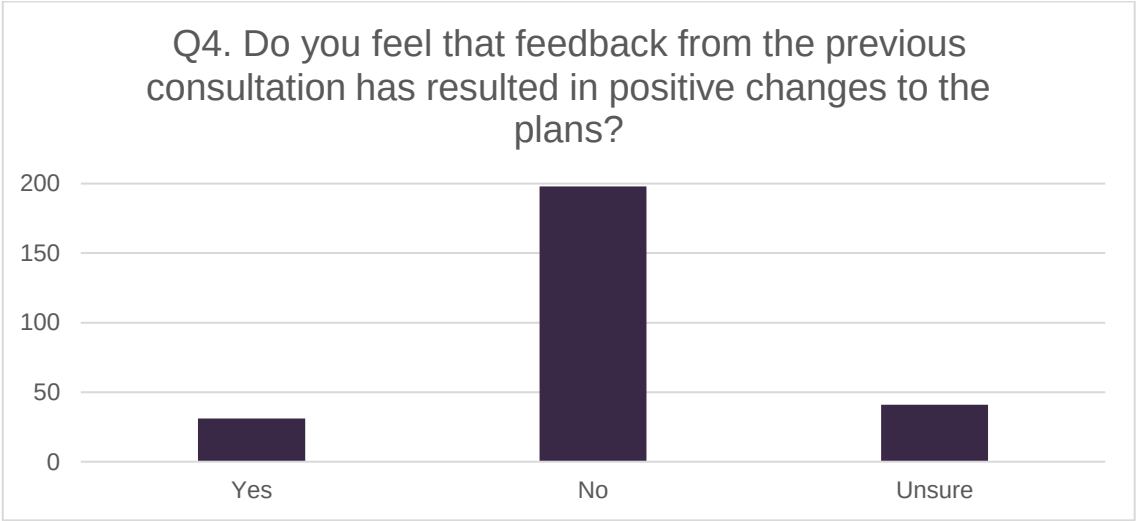
9.3.3. A summary of the top-level responses to the questions is noted below, with further detail and analysis of all feedback form responses in **Appendix H**.

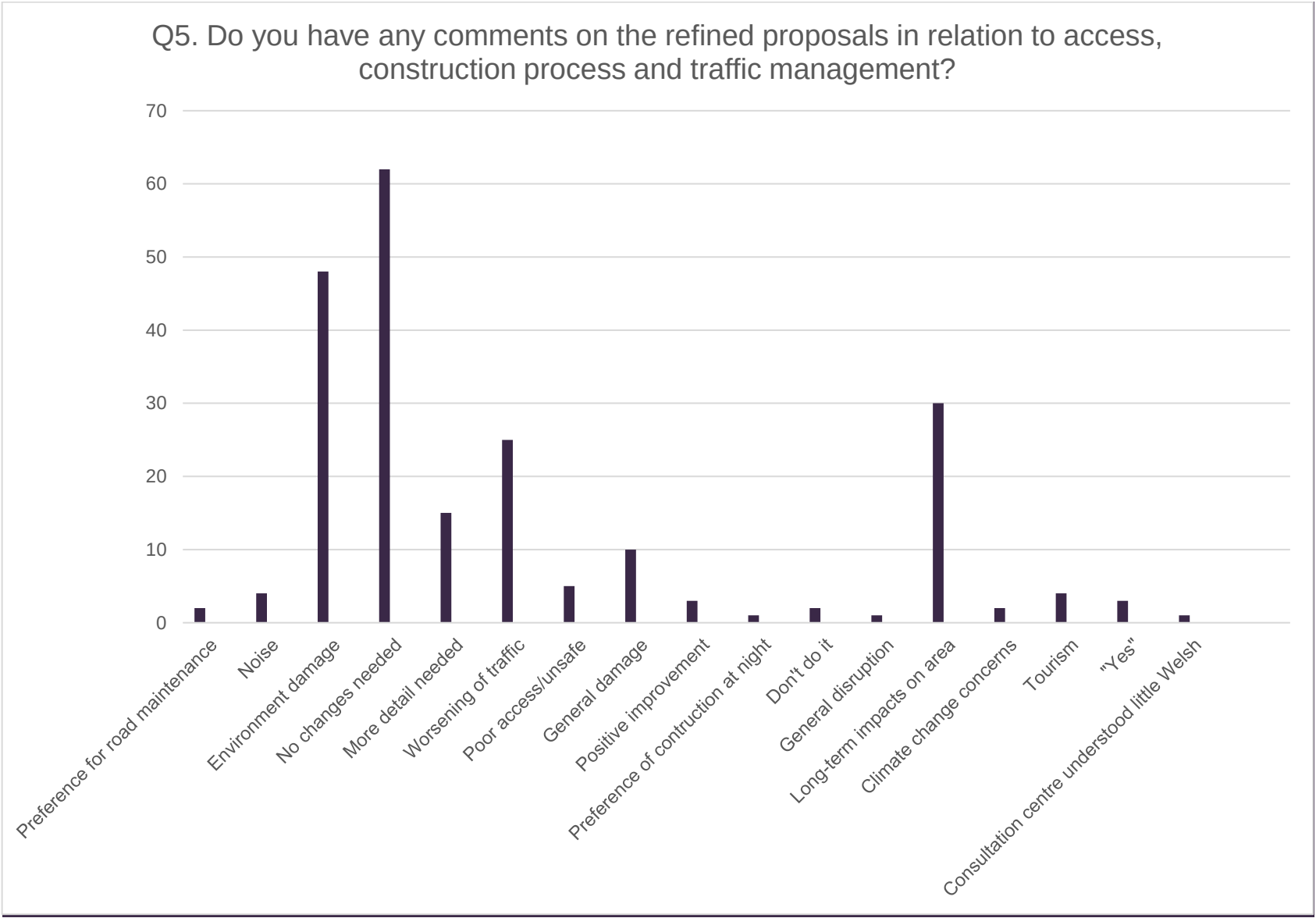


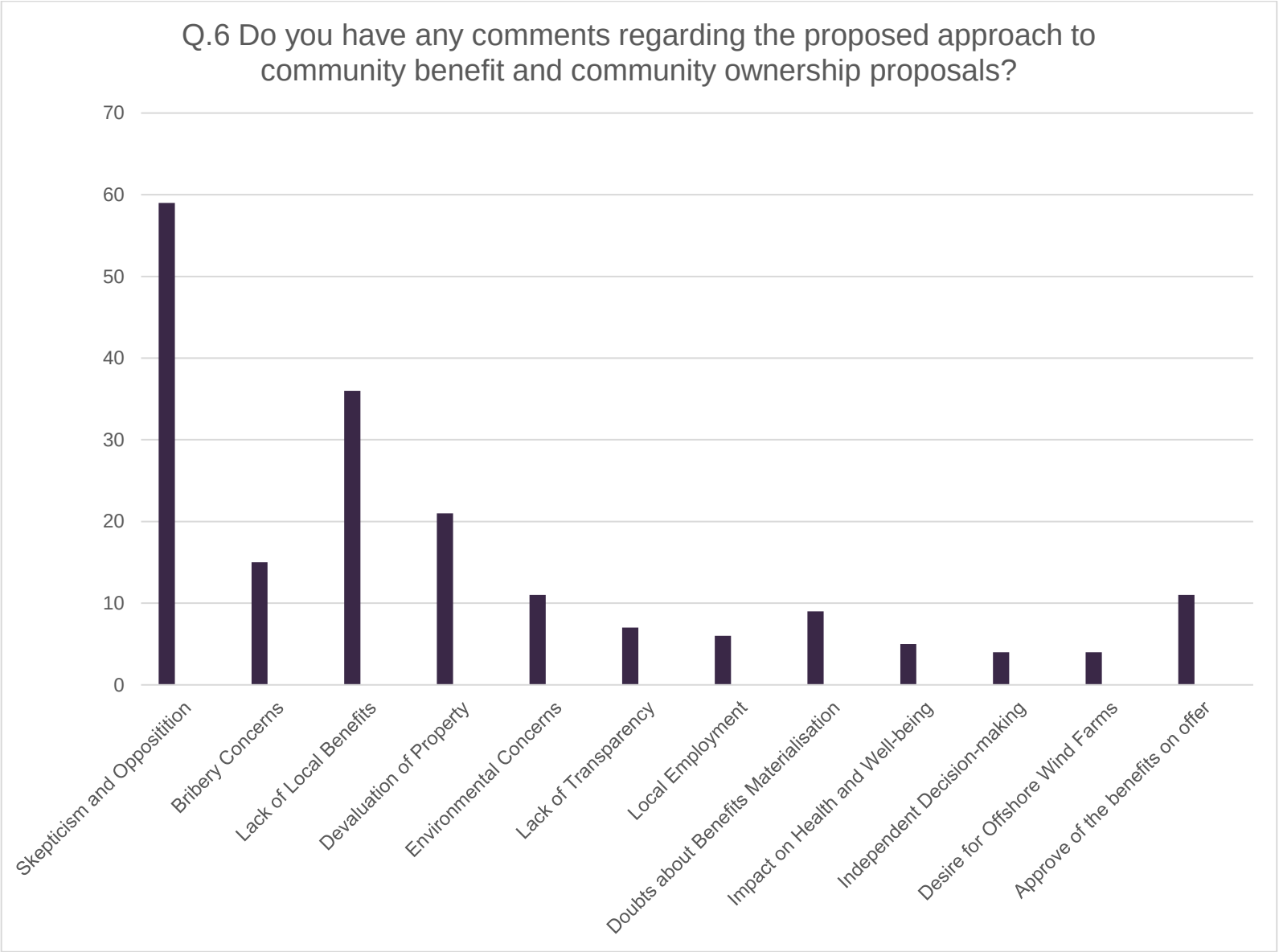


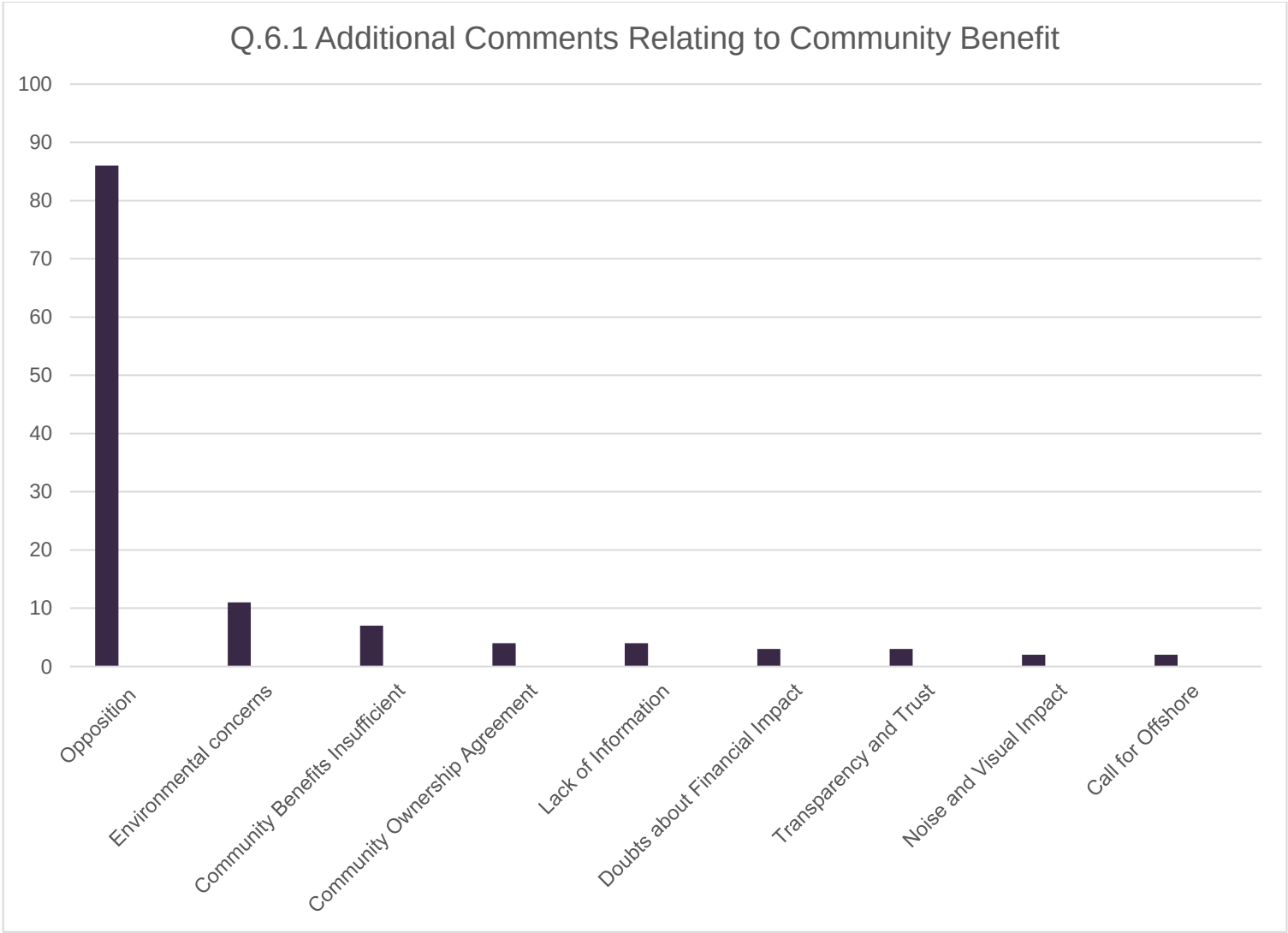


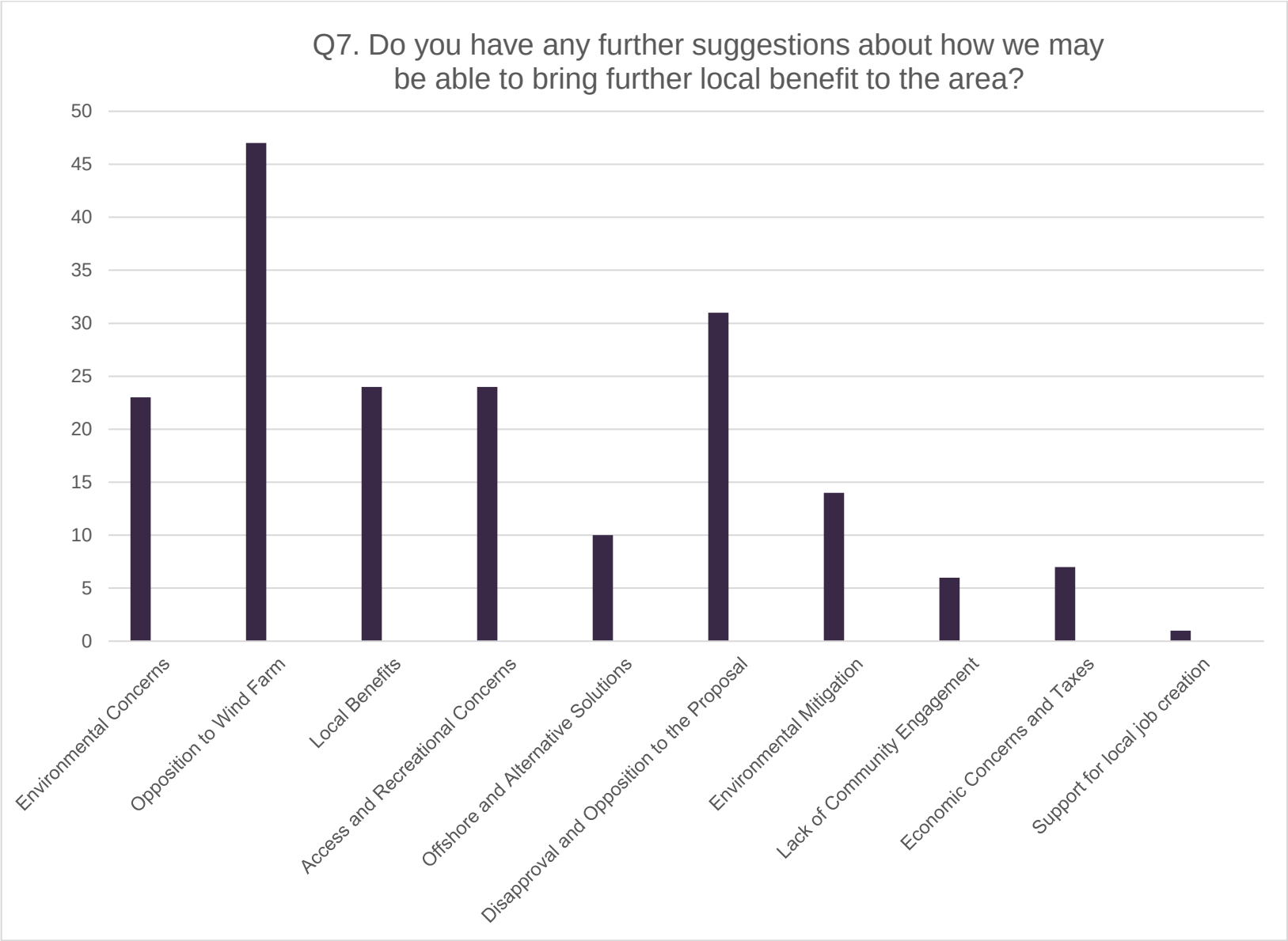


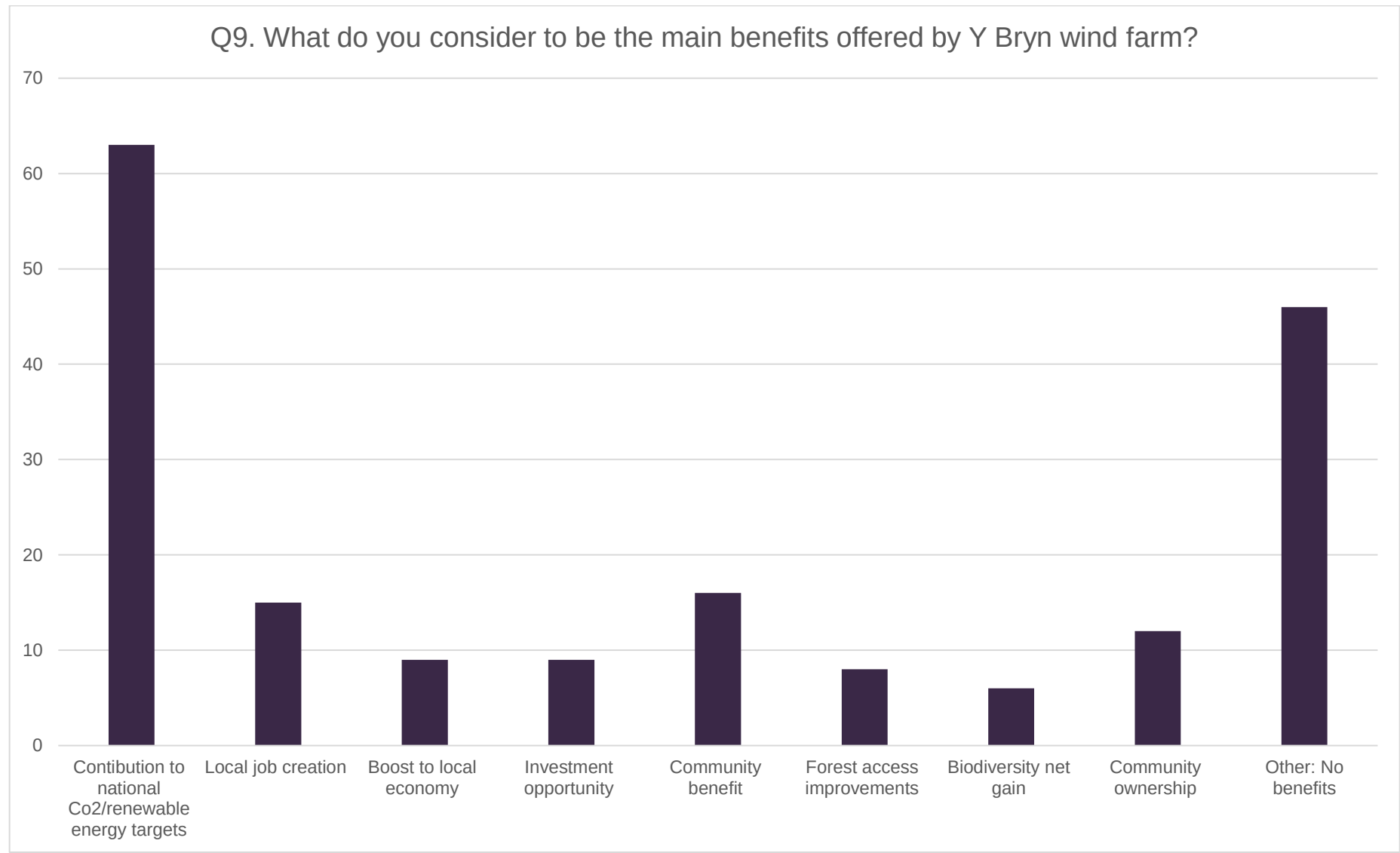


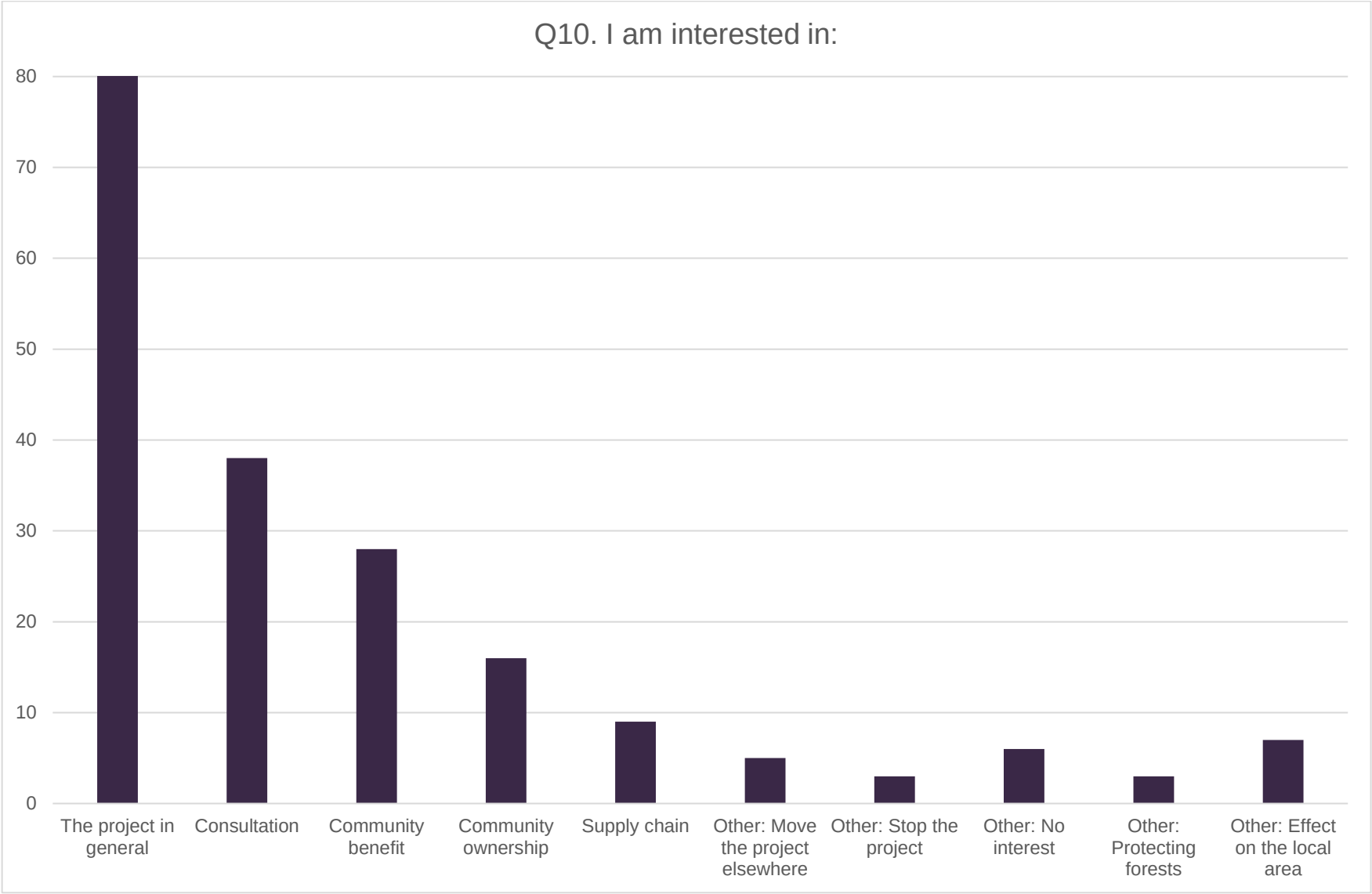


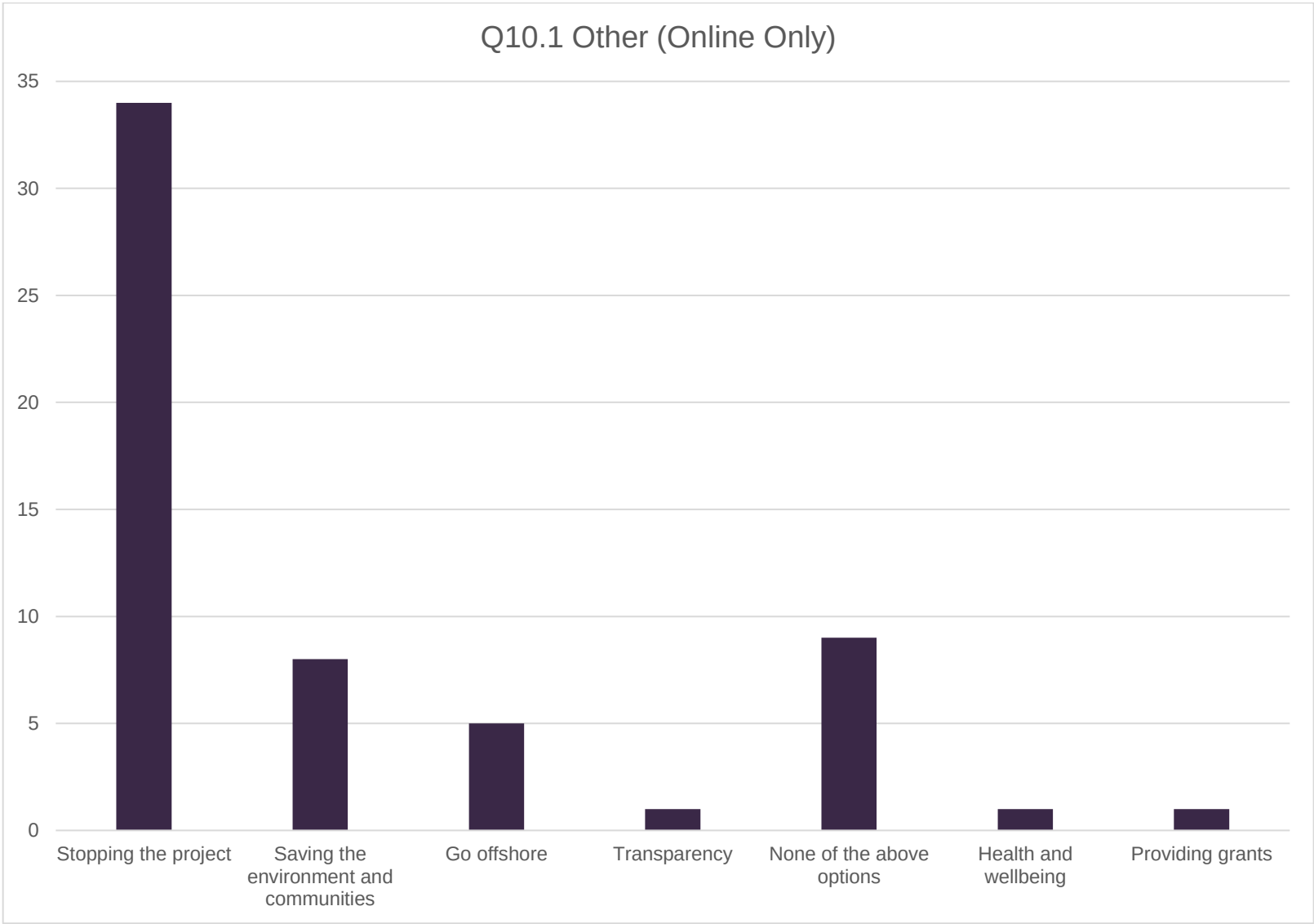


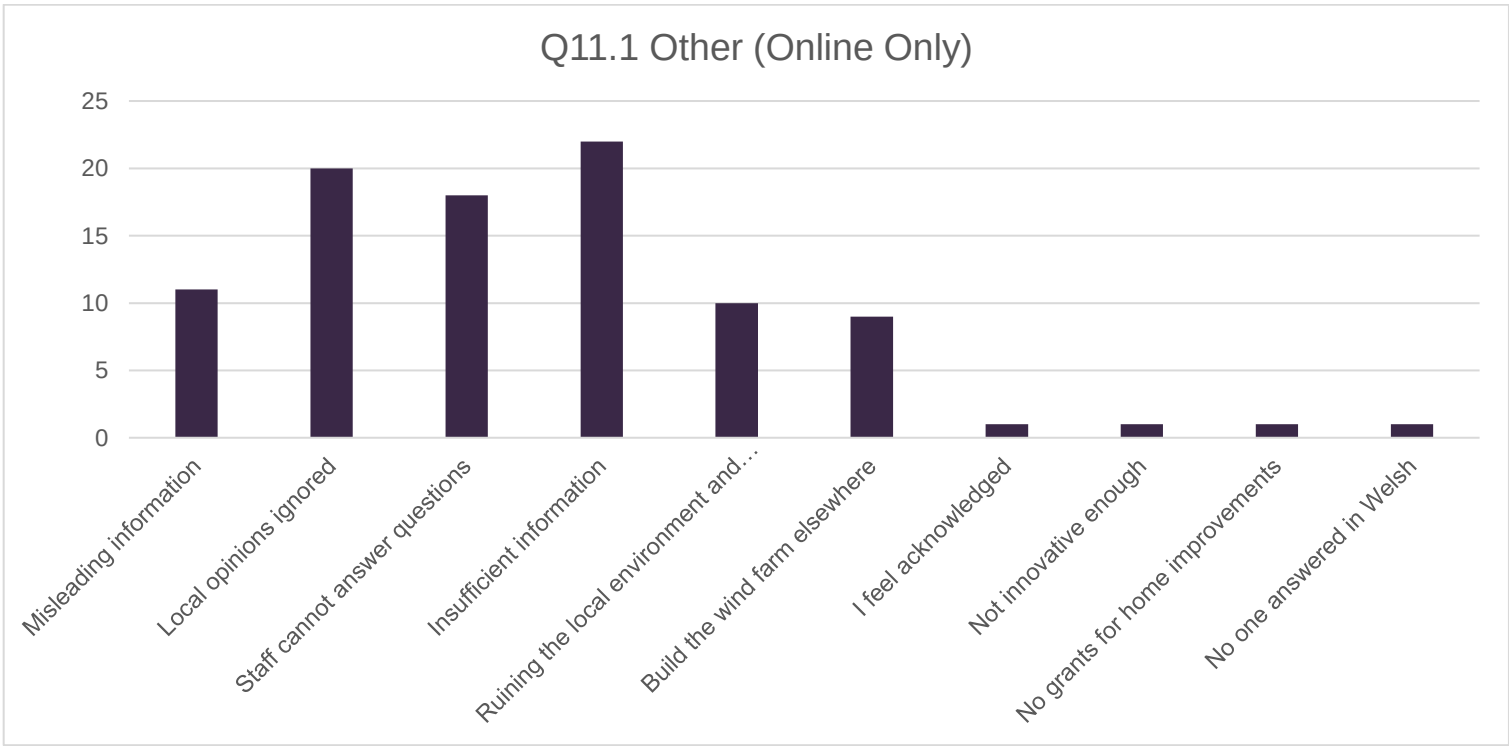
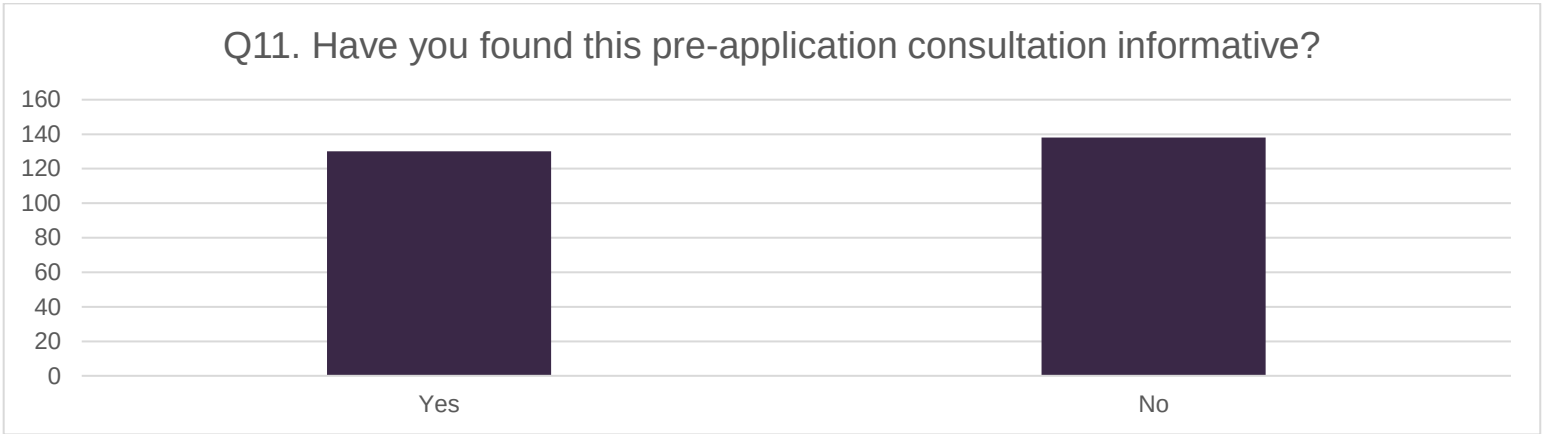








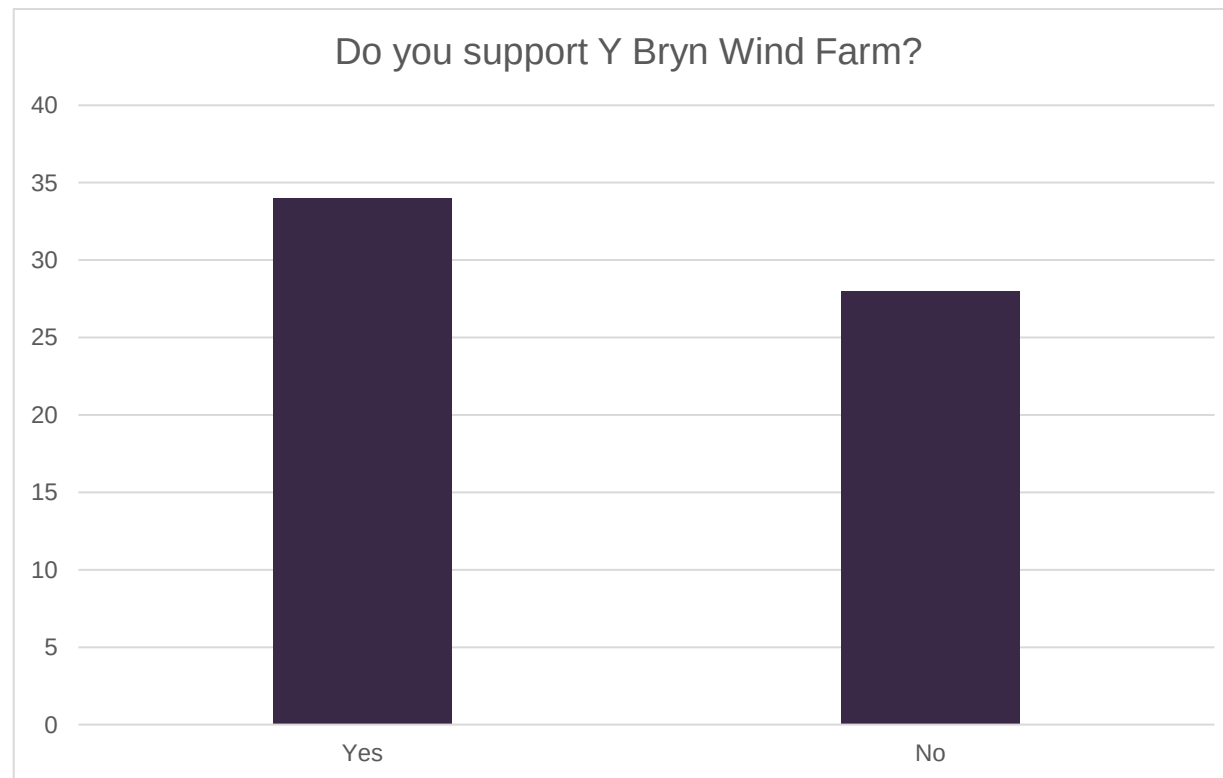


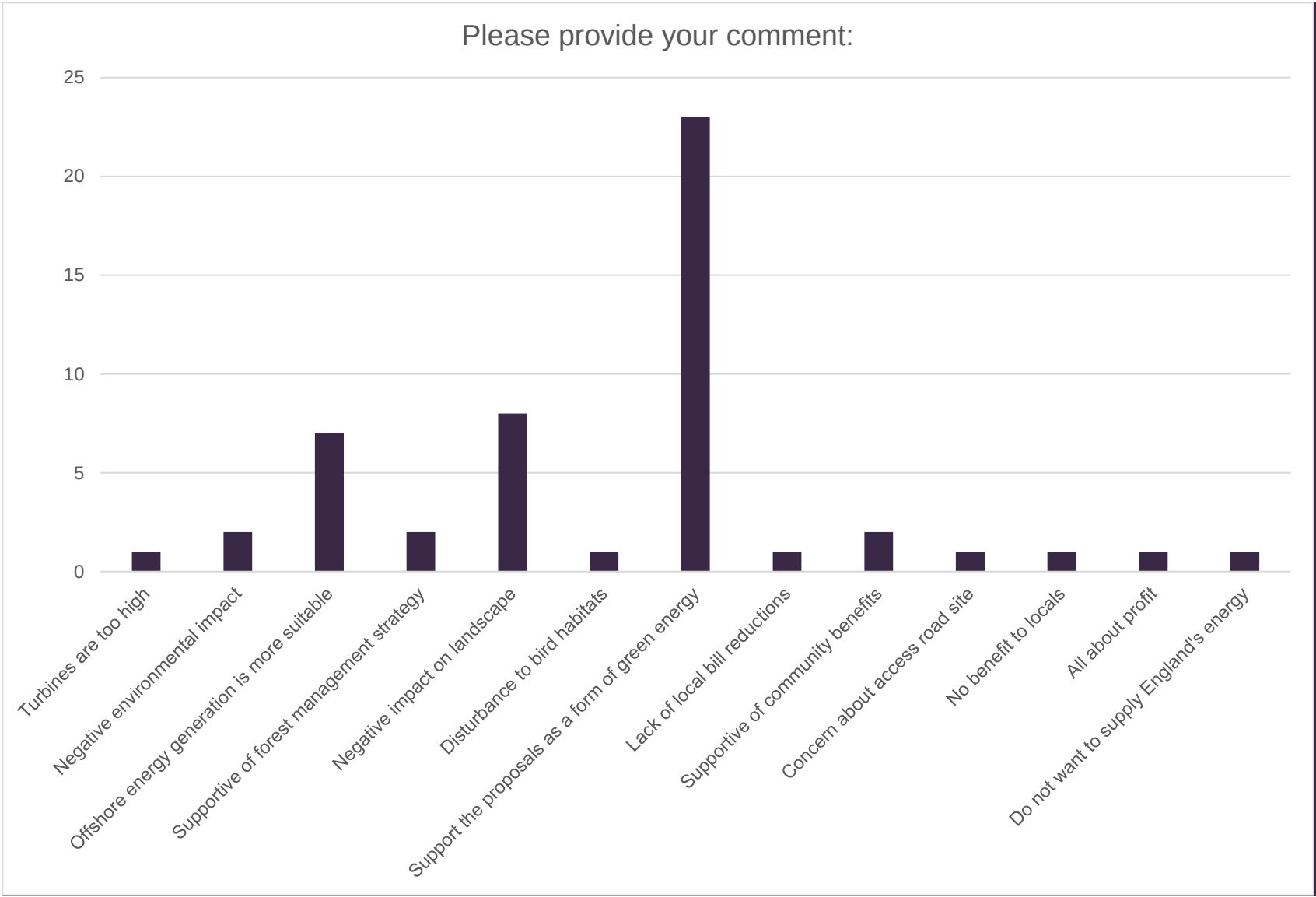


9.4. Newspaper feedback slip responses

9.4.1. In addition to the above noted feedback form responses, the Applicant received responses from local residents via a feedback slip that was a part of the community newsletter. The feedback slip contained a Yes or No tick box to whether the recipient is in support of the project or not, as well as a comment box to provide further comment.

9.4.2. The Applicant received 63 newspaper feedback slips via the Freepost. A summary of the top-level responses to the questions is noted below, with further detail and analysis of all newsletter feedback slip responses in **Appendix H**.





10. Issues and responses table

10.1. Overview

10.1.1. This chapter provides a summary and grouped comments of all issues raised in response to the statutory consultation. It does not contain any personal details from respondents in line with the GDPR.

Main issue (as stated by one or more respondent)	Applicant's response
Wildlife, ecology and biodiversity	
Concern at negative impact on 'wildlife' (General comment)	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
Concern at negative impact on 'biodiversity' (General comment)	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
Concern at negative impact on 'nature' (General comment)	Addressed within Chapters 6 (Ecology) and 7 (Ornithology)

	of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
Concern at negative impact on 'birds' (General comment)	Addressed within Chapters 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
Concerns about the negative impacts to birds within the site specifically	Addressed within Chapters 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
Concerns regarding the loss of trees across the site for carbon sequestration	Addressed within Chapters 13 (Forestry) and Appendix 10.4 (Carbon Balance Assessment). Through contribution to NRW's compensatory planting fund, there will be not net loss of trees in Wales. The 'carbon payback' of the proposed development is expected as less than 1.9 years (based on a fossil-fuel grid mix of electricity generation), meaning that for the vast majority of its life the project will be carbon negative.

Criticisms regarding the carbon footprint of the project (concern that the project will have a high carbon footprint and not be as 'green' as expected).	Addressed within Appendix 10.4 (Carbon Balance Assessment). The 'carbon payback' of the proposed development is expected as less than 1.9 years (based on a fossil-fuel grid mix of electricity generation), meaning that for the vast majority of its life the project will be carbon negative.
Consideration that forestry should be protected, rather than have trees removed.	The forestry comprising the site is predominantly productive conifer plantation, the purpose of which is growing for harvesting on rotation. All of the trees identified within the currently adopted Forest Resource Plan for clear felling will be felled at some point.
Statement that wind farms should not be built 'on green belt land' [sic]. (Turbines should not be placed on areas of land similar in nature to the proposed site, with a preference for alternative locations (e.g. on brownfield land or offshore)	The proposed development site is not 'green belt land'. There are numerous other wind farms located within similar environments (i.e. productive forestry), including locally Pen y Cymoedd. Brownfield land, typically within or around urban areas, would not generally be suitable for wind turbine development, owing in part at least to proximity to populations.
Concerns regarding an increase in forest fires (such as recent fires on Garnwen Mountain). Forest fires have already become	There are numerous other wind farms in the UK and globally located within forests. In terms of protection of equipment

more frequent – how will this affect, or be affected by, the proposals).	against fires, there will be felled areas around turbines, access tracks, substation and other equipment, which would act as fire breaks. The new road network will facilitate better access for extinguishing fires from the ground.
Damage to fauna and flora will be irreplaceable. (General comment)	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
T1 to T5 are all extremely close to local footpaths. Concern about impact on the peace and tranquility of the area and nearby footpaths.	The proximity of turbines to public rights of way has been discussed and agreed with the local authorities Rights of Way Officers.
Desire for the countryside to be used ‘to produce healthy fresh food, rather than filling fields with solar panels and wind turbines’. (General Comment)	The main part of the proposed development site produces timber rather than food. One benefit of the site might therefore be said to be that it does not impact on food production.
Concern at impact to wildlife, specifically, displacement onto local farmland or residential areas caused by placement of turbines and tree felling in natural habitats.	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).

Preference for placement of turbines in other areas of the country to avoid impacts on local residents and wildlife. (General comment)	Reasons why the site has been selected are addressed in Chapter 4 (Site Selection and Design Evolution).
Concerns regarding impact on protected species in the area, including: - bats, - newts, - red kites, and - nightjars.	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).
(Related to cycle routes and impact to cyclists) Concern at impact of tree felling on the appearance of the local area. Loss of tree screening to hide the turbines will affect the enjoyment of cyclists.	The forestry comprising the site is predominantly productive conifer plantation, the purpose of which is growing for harvesting on rotation. All of the trees identified within the currently adopted Forest Resource Plan for clear felling will be felled at some point. Felling for construction is anticipated to be by keyholing, which would mitigate. An Access Management and Enhancement Plan (AMEP) will also provide benefits for cyclists and other recreational forest users.
Concern regarding the amount of concrete and steel required for	The footprint of each turbine base may be on the order of ~

the base of each turbine, which will not be removed. This will have a long-term detrimental impact on the forest/area.	0.09ha (see Figure 5.2 of the ES), meaning a total area for 18 turbines of ~ 1.62ha. The total forest study area is 2,529ha (Table 15.2, Chapter 15 (Forestry) of the ES). Notwithstanding any decommissioning requirements for breaking out to a minimum depth (which will be determined and approved come the time) and location (given turbine locations have been chosen based on e.g. ecological and hydrological constraints), the scale of impacts within the forest area would be diminutive.
Site location, layout and visual impact	
The turbines are too tall. (General comment)	The need for turbines to be of the scale proposed is addressed within Chapter 4 (Site Selection and Design Evolution) of the ES. Landscape and visual impacts are addressed within Chapter 8. The planning balance is drawn within the Planning Statement.
Concerns regarding the suitability of the location of the project. (General comment).	Addressed in general throughout the ES.
Concern at proximity of the site to local residential areas.	Residential amenity impacts, consisting of visual, noise and shadow flicker, are all addressed within the ES (Chapters 8,

	12 and 14 respectively). Significant visual effects are found from a number of properties (see the Residential Visual Amenity Assessment, Appendix 16). However, no properties are found to breach the residential visual amenity threshold. Noise levels are within the guidance ETSU-R-97, and noise limits have been agreed with the local authorities noise consultant. With mitigation applied, shadow flicker effects will fall within the guidance limits.
There are too many turbines. (General comment)	See the 'Design Evolution' section of Chapter 4, in particular.
Suggest improvements are needed to existing infrastructure e.g. roads (General comment)	There will be upgrades to roads within the site needed for construction.
Concerns regarding tourism – worried that the project will attract too many people to the area (affecting local infrastructure and 'feel' of the area).	There is evidence for wind farms becoming tourism and recreational attractions (see e.g Whitelee Wind Farm south of Glasgow, and Pen y Cymoedd).

The project should be elsewhere. (General comment)	See the 'Site Selection' section of Chapter 4 of the ES, and the 'Renewable Energy Policy Framework' section of the Planning Statement.
The project should be in England. (General comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement.
The wind turbines are too close to Bryn. (General comment)	The 'Design Evolution' section of Chapter 4 of the ES describes a process of iteratively moving turbines further back and more hidden from Bryn village, to the point where the landscape and planning consultants were content that impacts are acceptable in the planning balance (see Planning Statement).
Statement that there are already enough wind turbines in the local area, and the cumulative impact is too great.	Cumulative effects are assessed for every topic. Whilst some significant cumulative effects are found, none are of a degree to be considered unacceptable in the planning balance (see Planning Statement).
The project is too large (in overall scale). (General comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.

Specific opposition to turbines 1-5. It is felt that these are too close to residents.	Noted. The need for turbines to be of the scale proposed is addressed within Chapter 4 (Site Selection and Design Evolution) of the ES. Landscape and visual impacts are addressed within Chapter 8. The planning balance is drawn within the Planning Statement. Zones of Theoretical Visibility (ZTV) maps (see Figures 8.2, and A812.1), and the wirelines and assessments for the Residential Visual Amenity Assessment (Appendix 8.16), illustrate and describe how communities within northern Maesteg, Nantyffyllon, Dyffryn and Caerau, will have limited visibility to turbines T1-T5 as a result of the topographical screening provided by Garnwen itself.
The turbines should be reduced in height. (General comment)	The need for turbines to be of the scale proposed is addressed within Chapter 4 (Site Selection and Design Evolution) of the ES. Landscape and visual impacts are addressed within Chapter 8. The planning balance is drawn within the Planning Statement.
T1-T5 should be reduced in height or moved due to proximity to public paths. (General comment)	The need for turbines to be of the scale proposed is addressed within Chapter 4 (Site Selection and Design Evolution) of the ES. Landscape and visual impacts are addressed within Chapter 8. The planning balance is drawn

	within the Planning Statement. Setback distances from public rights of way have been agreed with the local authorities Rights of Way Officers.
T1-T5 are too obstructive to local communities near Garnwen. (General comment)	Zones of Theoretical Visibility (ZTV) maps (see ES Figures 8.2, and A812.1), and the wirelines and assessments for the Residential Visual Amenity Assessment (ES Appendix 8.16), illustrate and describe how communities within northern Maesteg, Nantylfyllon, Dyffryn and Caerau, will have limited visibility to turbines T1-T5 as a result of the topographical screening provided by Garnwen itself.
Aviation	
Concerns regarding impact to aircraft due to the site being on the flight path from Cardiff Airport.	Neither Cardiff Airport or NATS have raised any objections relating to physical obstruction throughout any stages of development and consultation.
Concerns regarding the impact to the emergency aircraft flight path between Morriston and Cardiff hospitals.	No objections raised by any relevant stakeholders throughout any stages of development and consultation.
Concerns regarding limiting or affecting access to water in the reservoir if a forest/wildfire starts. Desire not to obstruct access to water on the site for collection/use by emergency vehicles/aircraft	Airbourne Solutions Limited, who operate the service, have raised no objections (see Appendix 3.2)

to combat fires.	
Traffic, transport and access (including recreational access)	
Concerns regarding access to the project site and potential disruption caused. Concern at the use of the M4 slip road to access the site. (General comment)	See the 'Design Evolution' section of Chapter 4. A number of alternative options for accessing the site were assessed, each of which would have had a range of physical constraints on turbine size (blade lengths) and impacts on local communities from construction. The option for direct access from the M4 is considered to be the best option available, and has been assessed in significant detail.
Concerns regarding access restrictions and effect on surrounding areas. (General comment)	See Outline Access Management and Enhancement Plan (Appendix 15.5). Whilst there will be temporary closures/restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit for a range of site users.
Concerns regarding damage to the environment caused by proposed access improvements (from the M4 and across the site).	Addressed within Chapters 6 (Ecology) and 7 (Ornithology) of the ES. No significant effects found, as a result of mitigation through design. A Habitat Management Plan will deliver net benefit for biodiversity (NBB).

Request for more information requiring traffic management and access. (General comment)	A Construction Traffic Management Plan (CTMP) will be approved via planning condition by the relevant road authorities prior to start of construction. Preliminary TMPs for abnormal indivisible loads (AIL) and normal construction traffic are provided at Appendices 11.1 and 11.2.
Concern regarding increase of traffic causing delays in the nearby area. (General comment)	Addressed in Chapter 11 (Traffic and Transport) of the ES. Following mitigation, no significant effects are considered likely.
Concerns regarding the site access points being 'unsafe'.	The detailed design of any site access points would have to be approved by the relevant roads authorities prior to start of construction.
Concerns regarding impact on walking and biking trails. (General comment)	See Outline Access Management and Enhancement Plan (Appendix 15.5). Whilst there will be temporary closures/restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit for a range of site users.
Concern that the proposals will inhibit movement across the Afan valley, which will lead to the closure of trails and cycle tracks.	See Outline Access Management and Enhancement Plan (Appendix 15.5). Whilst there will be temporary closures/

	restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit for a range of site users.
Request for more information about how access will be maintained for Afan Adventure Resort?	Cumulative effects addressed in Chapter 11 (Traffic and Transport). There will be no impacts from the proposed development upon access to the Afan Valley Adventure Resort (AVAR). Wildfox Limited responded positively to the PAC for the proposed development (see Appendix 3.3).
Concern regarding construction traffic causing pollution to the local area.	An Air Quality Assessment has been undertaken (Appendix 14.2). No significant effects are considered likely.
Concern at impact to the new Wildfox Resort, through detrimental visual impacts and its effects on walkers and cyclists in the area drawn by the new tourism offering.	Wildfox Limited responded positively to the PAC for the proposed development (see Appendix 3.3).
Tourists (those staying at Wildfox Resorts) would likely be affected (affecting local views and access) by the proposals and construction in this area when they walk or cycle through the forestry.	Wildfox Limited responded positively to the PAC for the proposed development (see Appendix 3.3).
It would be beneficial to maintain the link from Afan through to	Wildfox Limited responded positively to the PAC for the

Margam during construction to allow access for residents, tourists or those staying at Wildfox Resort.	proposed development (see Appendix 3.3).
Preference for maintaining the forestry roads for walkers and cyclists of all abilities. For example, considering surfacing the roads appropriately for all, including inexperienced cyclists (i.e. not using uncompacted large limestone or similar, which is difficult to cycle across). This should be considered alongside potential improvements for mountain bike trails/experienced cyclists/walkers.	See Outline Access Management and Enhancement Plan (ES Chapter 15). There are a number of measures being explored to provide benefit for a range of site users.
Concern at impact during construction on the Afan Valley bike trails located within or close by to the T1 to T5 turbines, roads and compounds during week days, weekend and holiday periods.	See Outline Access Management and Enhancement Plan (ES Chapter 15). Whilst there will be temporary closures/restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit for a range of site users.
Request for further information about impact on local trails. (General comment)	See Outline Access Management and Enhancement Plan (ES Chapter 15). Whilst there will be temporary closures/restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit

	for a range of site users.
Request for further information about how and when the trails and paths affected during construction would be reinstated. Queries relating to interim measures and compensation for any closed or diverted paths during the construction period.	See Outline Access Management and Enhancement Plan (ES Chapter 15). Whilst there will be temporary closures/restrictions during construction, during operation there will be restrictions (excepting for maintenance activities). There are a number of measures being explored to provide benefit for a range of site users.
Noise	
Concerns regarding noise. (General Comment)	Addressed within Chapter 12 (Noise) of the ES. Noise limits have been agreed with the local authorities' noise consultant.
Concerns regarding noise pollution from the turbines once operational. (General Comment)	Addressed within Chapter 12 (Noise) of the ES. Noise limits have been agreed with the local authorities' noise consultant.
Concerns regarding noise impact of increased traffic during the construction period.	A Construction Road Traffic Noise (CRTN) assessment forms part of Chapter 12 (Noise) of the ES.
Concerns regarding noise travelling across/down the valley.	Addressed within Chapter 12 (Noise) of the ES. Noise limits

(General Comment)	have been agreed with the local authorities' noise consultant.
Concern at the impact of noise on nearby residents from the turbines located 'on Garnwen Mountain').	Addressed within Chapter 12 (Noise) of the ES. Noise limits have been agreed with the local authorities' noise consultant.
Concern at the impact of noise on properties near to Moel Gallt-y-cwm.	Addressed within Chapter 12 (Noise) of the ES. Noise limits have been agreed with the local authorities' noise consultant.
Principle of development and technology	
Suggesting offshore wind as an alternative/preference. (General Comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
General support for the development of clean energy. (General Comment)	Noted and welcomed.
Suggesting tidal power as an alternative/preference. (General Comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our

	legally binding climate change targets.
Concern that wind turbine technology will be 'obsolete' in 20 years.	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
Suggesting 'hydro energy' as an alternative/preference. (General Comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
Concern that wind turbines can't be recycled and will 'end up in landfill'.	See section 5.18 of Chapter 5 (Project Description) of the ES.
The project has a proposed life time of 50 years, the Siemen's website quotes a blade life of 20-25 years meaning at least one blade change during the proposed life time. Concern that this point is taken into consideration in the cost and carbon saving calculations.	The Applicant has no knowledge of Siemens-Gamesa, or any other large wind turbine manufacturers, making such a statement.
Concerns regarding shadow flicker. (General comment)	Addressed in Chapter 14 (Public Health & Safety) of the ES. With mitigation, shadow flicker will remain below the

	guidance threshold levels.
Concerns regarding shadow flicker, specifically on residents living near Garnwen Mountain in Maesteg. (General comment)	Addressed in Chapter 14 (Public Health & Safety) of the ES. With mitigation, shadow flicker will remain below the guidance threshold levels.
Concerns about the impact of shadow flicker on properties near to Moel Gallt-y-cwm.	Addressed in Chapter 14 (Public Health & Safety) of the ES. With mitigation, shadow flicker will remain below the guidance threshold levels.
Concerns regarding turbines not working/stood still over summer months or when there's no wind (i.e. scepticism of wind power technology efficiency).	Wind energy is a proven renewable technology, which has the potential to contribute significantly to the fight against climate change and Welsh Government's aspirations to reach 'Net Zero'. Whilst turbines do not operate when there is little or no wind, they provide an important contribution to the energy mix alongside other means of energy generation.
Suggestion that the project should be 'part of a larger energy plan where we use tidal/wave as well'. Concern that the project will have minimal impact on addressing the climate emergency as a broader strategy needs to be developed.	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
Concern that this area has been recovering from an industrialised	See the 'Renewable Energy Policy Framework' section of

past, and that building new infrastructure should be considered carefully.	the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
Concern that the Welsh Government will not be able to make an unbiased planning decision as it will be the primary beneficiary.	Not a point for the Applicant to respond to.
Safety concerns regarding wind turbines collapsing or potentially catching on fire.	Issues with the latest modern turbines are extremely rare. However, there will be plans and protocols in place should there ever be any such incident, which would mitigate risks for the public.
Preference for wind energy rather than nuclear. (General comment)	Noted.
Concern that there is 'no capacity in the National Grid' for the generated electricity of this project.	The proposed development holds a grid connection offer from National Grid for connection at Margam grid supply point (GSP) substation, current energisation date 2029, with no technical constraints or curtailments applying. This can be confirmed by reference to the Transmissions Entry Capacity (TEC) register. The proposed development can therefore contribute to Welsh Government's 2030
Concern that this project will draw more power from the National	There will be a need for a low-voltage incoming feed, to

Grid than supply due to low winds, and that during high wind speeds, will be instructed to shut down. This will also 'wear on bearings'.	provide power for systems when the wind turbines are not producing. 'Shut-off' wind speeds are > 25m/s, which are extremely rare. Typically, turbines will be producing some power for around 75-85% of the time, depending on the site. As machinery with moving parts, there will inevitably be wear and tear in various aspects. The turbines will be subject to a regular maintenance regime, as well as being fitted with early detection systems.
Preference to place turbines in more industrialised areas near to the site, rather than on undeveloped forestry.	See the 'Site Selection' see of Chapter 4 of the ES.
Concerns that all assessments undertaken have been done remotely or via 'desktop' and that no on-site assessments have been undertaken.	Categorically incorrect – see every topic chapter for details of site-survey efforts, having been agreed with statutory consultees.
Concern that onshore wind farms are not sustainable and long term. (General comment)	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale, efficient renewable energy projects, to deliver against our legally binding climate change targets.
Preference to invest into Rolls-Royce SMR Ltd, where factory sites are already selected to manufacture 4 Small Modular	See the 'Renewable Energy Policy Framework' section of the Planning Statement. There is a need for large scale,