

A3.3.27 NRW RESPONSE TO LVIA CONSULTATION LETTER NOVEMBER 2021



Soltys Brewster Consulting
4 Stangate House
Stanwell Road
Penarth
Vale of Glamorgan
CF64 2AA

Ein cyf/Our ref: CAS-169000-X5H9

Maes Newydd,
Llandarcy,
Neath Port Talbot,
SA10 6JQ

ebost/email:
swplanning@cyfoethnaturiolcymru.gov.uk
Ffôn/Phone: 03000 65 3358

2nd November 2021

Annwyl / Dear Mr. Cole,

BWRIAD / PROPOSAL: Y BRYN WINDFARM, WIND FARM OF UP TO 26 TURBINES (6.6 MW PER TURBINE) AND BATTERY STORAGE

LLEOLIAD / LOCATION: LAND AT BRYN AND PENHYDD FOREST, LOCATED BETWEEN PORT TALBOT AND MAESTEG

Response to Landscape Comments

Thank you for your letter and its associated appendices, dated 13th October 2021 to Cyfoeth Naturiol Cymru / Natural Resources Wales regarding the above proposal. The letter provides a response to our previous comments and queries made to the Planning Inspectorate Wales' scoping consultation on 17th February 2021 (our reference: CAS-135151-H4R5). As such, we have reviewed your comments and provide a response to these below.

Question 14

For clarification, our previous comments were regarding the need to assess the maximum overall size of turbine, a combination of the hub height and swept area. The visualisations should show the 'worst case scenario' and we agree that the maximum height to blade tip is acceptable for the visualisations. The zones of theoretical visibility (ZTVs) would usually be expected to show mapping for both maximum hub height and blade tip, and we confirm this is acceptable.

Question 16 Viewpoints

Additional viewpoints from Oxwich Point (Gower Area of Outstanding Natural Beauty (AONB)) and Esgair Hir (Brecon Beacons National Park (BBNP)) are welcomed. The submitted information states that a photomontage from Mumbles Hill (Gower AONB) would be included, but only a photograph and wireline from the BBNP. We advise at least one photomontage from the BBNP should be provided (justification for this is provided under Question 17 below).

Croesewir gohebiaeth yn y Gymraeg a'r Saesneg
Correspondence welcomed in Welsh and English

Question 17

We note that the number of photomontages has increased from 10 to 24, which is welcomed. With regard to the Scottish Natural Heritage (SNH) guidance 'Visual Representation of Wind Farms' (Version 2.2, dated February 2017), whilst it states that "photomontages have most value for views within 20km for 150m (to blade tip) turbines and that at distances greater than this it can be difficult to represent the turbines well on a photomontage", it goes on to say that "However this will depend on issues such as specific design and environmental conditions, so this parameter, and which viewpoints require photomontage, should be discussed with the determining authority and consultees". Given that the proposed turbines are 250m to blade tip, the BBNP is within the study area and views are highly sensitive, we advise at least one photomontage from the BBNP. The viewpoints within the BBNP are not much further away than the 20km threshold advised for 150m high turbines (viewpoints Ogof Ffynnon Ddu 22.3km and Esgair Hir 27km). A photomontage from one of these views would also help to illustrate cumulative effects.

Question 18

It is proposed that the removal of forestry (if visible) would only be illustrated on the photomontages, from viewpoints where there would be potential changes. This would be acceptable in terms of the visualisations; however, we advise a plan showing the locations of forestry areas with proposed felling is provided as otherwise it will be difficult to interpret and relate the visualisations to features on the ground.

We note that perceptual qualities will be considered in the landscape assessment, confirmation that 5 night-time photomontages will be prepared, Melincourt Wind Farm will be included in the cumulative assessment, seascape assessment and reference to the AONB and National Park Management Plans will be included, and Appendix 1 SLVIA has been revised to take account of comments by statutory consultees.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours sincerely

Hannah Roberts

Cynghorydd - Cynllunio Datblygu / Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

www.naturalresourceswales.gov.uk
www.cyfoethnaturiolcymru.gov.uk

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A3.3.28 CORIOLIS, PELL FRISCHMANN AND SWTRA MEETING MINUTES REGARDING Y BRYN WIND FARM– SEPTEMBER 2020



Meeting with Welsh Government – Transport – to discuss Y Bryn – Coriolis

14.09.20

Via Teams

Attendees:

- Dewi Rowlands – Director, Transport – Department for Economy and Infrastructure, Welsh Government
- Andy Falley – Deputy Director Infrastructure Delivery Division Welsh Government
- Laurence Madges – Highways resilience Manager and AILS
- Joshua Sullivan – SWTRA – Process Abnormal Loads
- James Gibson – Operations and Maintenance Manager
- Robert Meacham – SWTRA Structural Engineer
- Trevor Hunter - Coriolis
- Eluned Parrott – Thirty4/7 Communications
- Gordon Buchan – Pell Frischman (Transport)
- Will Morgan – Thirty4/7 Communications

Summary Notes:

TH ran through presentation - GB focused on transport options and access.

Seeking feedback from the call attendees:

JG – Regarding the two key points that have been mentioned to explain why this is the preferred option (off the M4): ‘Physically can’t fit’ and ‘avoiding disruption to local residents’. These points would need to be documented and evidenced very clearly for any justification for the development of a new slip road.

GB – Yes this would be included within our submitted technical details. We would look at a route options selection menu and would clearly document why this was arrived at as the preferred option.

Action: Send across alternative routes report for early consideration.

LM – Detailed faults – there are a number of sites where they have had to go in and replace the turbines or the blades. This could be a more regular occurrence than expected?

GB – Blade failure. On the more modern machines, they are relatively rare. If that did happen however, we would be looking to re-engage with you in advance to consider how this would be possible. It would take at least 6 months to order new blades, which is felt to be a reasonable length of time for this sort of engagement.

AF – When this junction is operational, we would need to agree detailed management plan to understand access times for the AILs. This will be a key challenge given that this is a busy section of road.

JB – Also, we’d need to have comfort that there is adequate management of that slip to deter errant vehicles or prevent vehicles misusing it.



GB - This will be included in the Traffic Management Plan (TMP) – we have considered this point in great detail and will work with you to make this clear.

LM – There will be circa 260 AIL movements looking to run across a 6-month period. It will only be allowed during daytime hours, and likely to be only 2 per day.

AF – Could there be some pressure on Police to allow these movements at night – that would be preferable for us. This section of motorway is congested.

DR – Operation of the deliveries and time of day is very important. Fabian Way in Swansea and linking into the M4 junction from Swansea is a very busy piece of road. Its not a great length of travel but it is a great deal of work to make sure everything works to minimise disruption.

DR - Would there be any advantage to any temporary slip on/slip off should there be any advantage or value here that there may be an emergency exit here to take vehicles off the motorway at this point.?

All – General – no, would prefer just an off slip then use the County roads to exit the site.

AF – Principle -if its managed properly between all of us, then it seems very reasonable. Lots of devil in the detail, however between us all we can manage that.

AF – Observation, the topography and the environmental impact will need to be thought about. Will you envisage some sort of holding up area when coming off the motorway before being taken up the hill?

LM – Need to have a detailed ground investigation here. This site is subject to ground slippage and drainage issues. Clear evidenced engineering proposals and drainage design is important.

GB – We have sufficient space to have a three vehicle convoy being able to sit off the motorway to avoid any back up on the motorway. We will work on evidencing our engineering and drainage and site investigations works as part of our planning documents.

AF – This is a very busy section of motorway and we will likely be very demanding in terms of our requirements for timings and management of the AIL delivery programme.

LM – This can be addressed in the TMP, which will be subject to detailed liaison and agreement.

JG – If this job can be as compliant as possible with the DMRB, that would be great. It makes things much easier for us if it is a s compliant as it can be and will make things smoother to get things through.

AF – Clearly set out the timescales that everyone is being expected to paly to. I am sure we can work together on this, but we will be protective of our timescales so need to bear this in mind.

JG – I’d be grateful to be the point of contact – given the number of interested parties on the call, I can disseminate.

LM – I can liaise with GB as I’ve done in the past for day to day elements.

Action: Share slides with JG and LM.



AF – As an organization we want to work with you, we understand the policy drivers here. We would be grateful for a clear programme and timescales to ensure we have sufficient time to consider and respond appropriately.

RM – Further to the point made by JG at the outset, from a SWTRA point of view, we'd like to have a look at the alternative routes just to check there's nothing that will trip you up while you're reviewing the new junction.

JG – Will there be any super heavy components coming in? If you are coming from Swansea you should be ok up to 150t, but useful to know, because we can check everything for you and raise any issues at this stage.

Action: Check everything is below 150t and confirm.

DR – Thank you for bringing this development to our attention at an early stage. Hopefully this will work positively for everyone.

Actions List:

Action: Check everything is below 150t and confirm.

Action: Share slides with JG and LM.

Action: Send across alternative routes report for early consideration.

A3.3.29 SWTRA MEETING MINUTES JANUARY 2022

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Meeting note 28.01.22

Project: Y Bryn Onshore Wind Farm

Meeting with: South Wales Trunk Road Agent (SWTRA)

Date: 28.01.22

Time: 14.00

Venue: Teams

Attendees:

- Rhodri Thomas, SWTRA Transport, Welsh Government
- Trevor Hunter, Project Manager, Coriolis
- Jasmine Croad, Senior Account Executive, Thirty4/7 Communications
- Richard Jones, Head of South Wales Trunk Road Agent, Welsh Government
- Niall McBride, ESNR, Transport
- Les Norvill, Area Engineer, SWTRA Transport
- Gareth Day, Head of Operations, Welsh Government
- Laurence Madges, Highways Resilience Manager/Abnormal Load, Welsh Government
- Gordon Buchan, Divisional Director, Pell Frischmann

Summary:

TH opened for introductions.

TH summarised the current stage of the project.

Minutes:

TH summarised the potential transport routes discussed at the inception of the project and the preferred option of the slip road from the M4, which was accepted by the Welsh Government through the tender process.

TH explained that land agreements are in progress with two landowners on the Brombil farm and landowner from a farm adjacent to it.

TH explained that in October 2020 the slip road exit from the M4 was agreed in principle subject to design points and no issues were raised. However, there was an interest in traffic management.

TH explained that he would like engagement from the Welsh Government at this stage before plans are finalised.

RT requested to work through the following points for comments:

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- 1) The Enforcement strategy – currently reports identify ‘The new junction will only be available for inbound abnormal load traffic and will be controlled by a trunk road agent approved contractor. The junction has been designed to ensure that loads do not oversail live carriageway lanes. The junction will be closed via cones once the convoy has passed onto the site’. It is foreseen this is for the short-term management, during the delivery stage, as this would not be appropriate for the long-term day to day running of the motorway. WG would be interested to discuss both the delivery and long-term operational stages.

Coriolis/ Pell Frischmann cones would be used only for the construction period. A longer-term reversible scheme to close the junction off would be undertaken. A crash barrier could be installed to physically close the junction. This would allow the junction to be reused in the future if required but would close it off for unauthorised vehicles.

See A1 example below from Middlemoor Wind Farm:



https://www.google.co.uk/maps/@55.4923891,-1.7323163,3a,75y,318.06h,88.43t/data=!3m6!1e1!3m4!1snT2_RBHQGciPW0_na3Sglq!2e0!7i16384!8i8192?shorturl=1

LN asked how the road would be maintained and looked after and stated that a traffic manager contact will be required at all times.

GB explained that the road's purpose will be for abnormal loads so it won't be left for construction access for a long period of time. In terms of the construction window it's only open for a short period and then it will be shut down. The core message is that it will be physically shut so people cannot drive up the hill.

LN explained that the road is only a mile from Junction 38 so people will use this as a junction because of the close proximity – people will move cones and try and get through the gravel. LN suggested that placing something physical there to deter people may be an

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option. LN expressed concerns regarding maintenance because of water coming back onto the highway.

GB explained that the area of the slip road would be constructed to whatever standard SWTRA specifies. SWTRA would have oversight of contractors and materials.

LN asked how drainage would be installed.

GB explained the advantages of a bond agreement to alter the limits of adoption and the possibility of setting out a written legal agreement in terms of the maintenance which fall in the routes of adoption.

LN explained that if a barrier was in place (which is the preferred option) there may be drainage behind that and getting access to that to do the maintenance may be challenging. LN further explained that there's a thought that during storms you might get a heavy run off down the hill which will potentially bring stones down onto the motorway.

TH explained that there's drainage built into the road throughout the wind farm itself which seeks to address just that, however there would be a plan that seeks specifically to address that.

GB explained that the project can look at semi-permanent closure there and finding a way to come straight off the motorway or there's a right of access to come off the farm to there to maintain or look after it whilst addressing the limits of adoption.

GB asked that should a new junction be constructed, would SWTRA look to adopt right to the back of that or would it be within existing lines of adoption.

LN stated that SWTRA would maintain up to the back of the boundary fence.

NM explained that his department would want a slot drain between the drain from the M4 and drainage for the slip road whenever the slip road is decommissioned which may be a safety fence. NM further explained that they don't want to go behind that barrier to maintain that area they want to stick to the main area and the hard shoulder.

GB suggested that the project can come up with proposals for SWTRA's consideration.

- 1) Maintenance – SWTRA would like to get an idea of how the slip is going to be maintained once a more permanent solution has been implemented to stop use during standard operation of the M4. We would have particular interest in the drainage. Due to the steep nature of the land adjacent to the M4 the slip road will fall towards the motorway, where no surface water runoff from the access will be permitted to discharge onto the M4.

Coriolis/ Pell Frischmann - Yes, drainage would be incorporated in our site to ensure that the land drains to features within the site and not to the public adopted road. A sustainable drainage plan will be developed as detailed design action, post consent.

- 2) Traffic Signing strategy – consideration will need to be given to clutter, possibility additional traffic signs reducing the effectiveness of the sign strategy of the area as a whole and confusion with the proximity of Junction 38, considering its associated ADS will be in advance of this slip. Please be aware the draft TMP states 'Discussion

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with SWTRA will be held to use suitable warning messages on the M4 Variable Message Signs (VMS) on the M4'. There are no VMS within this section of M4.

Coriolis/ Pell Frischmann - Temporary traffic management signage would be agreed post consent with WG. The VMS point relates to the wider M4 network rather than just one section and would be to give wider area information about AIL movements on the network, not just local to the site access.

LN explained that signs would be required to be displayed in Welsh and English.

LN asked whether the load would come from Swansea.

GB replied that the load would come from Swansea.

GB explained that Coriolis would need to engage with SWTRA's contractors regarding temporary signage to make sure that road users select the right junction.

LN stated that any signage would be required to go to the Welsh Government for approval.

NM explained that SWTRA can look at signing off a special sign using Traffic Wales to get more detail about the number of shipments, the time and number of deliveries etc for signs.

GB explained that Coriolis will use the press and social media to give people as much information as possible and work can be carried out with the Welsh Government's communications department to ensure that people are aware of what will be happening so they can plan accordingly. Coriolis can also engage with MPs.

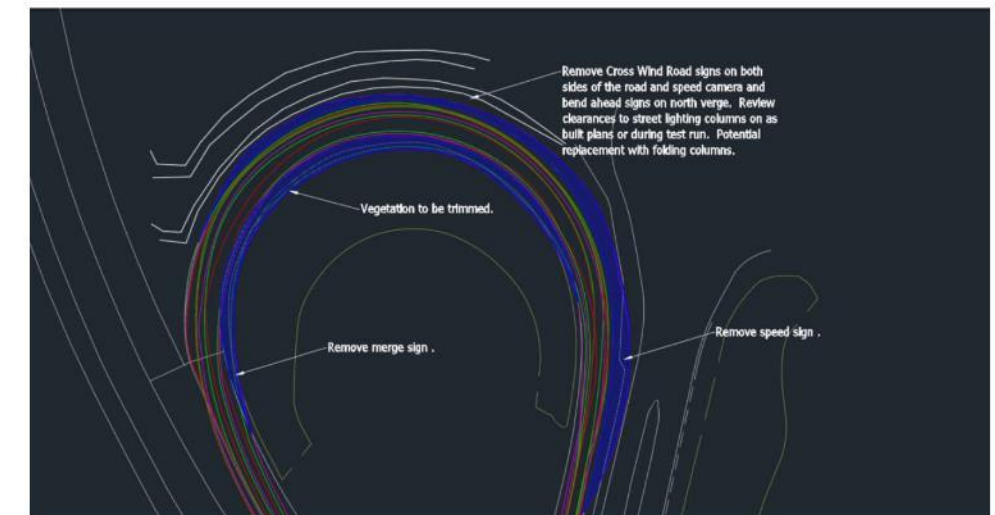
NM explained the importance of early communications around Port Talbot.

LN explained that residents of Port Talbot people use the motorway as a local road so any signing strategy to forewarn of traffic slowing will need to be exercised as it's a local road as well.

- 3) Swept Path Analysis of junction 42 – it appears from the plans provided there will be conflict between the oversail of the blade components and the rock cutting on either extent of the junction 42 on-slip.

Coriolis/ Pell Frischmann - The loads do not strike the rock face. We have revised the swept path assessment (below) to improve clearances further to the north. To the south, loads will oversail the inside of the verge requiring the movement of two road signs and trimming of vegetation.

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The finalised swept path assessments and mitigation drawings will be provided upon agreement of the selected turbine and would be secured by the planning conditions noted in the WG AIL document.

LN stated that SWTRA would require a standard application on an abnormal load. LN flagged that there isn't a lot of vegetation on the road to reference the point about trimming vegetation.

LM flagged that it may be a SSSI site because of the rock so SWTRA are conscious of work affecting the rock faces.

LN stated that SWTRA cut the vegetation back as and when required.

GB explained that you can do limited trimming on a SSSI as it's been done on a previous project and Coriolis will check on the Y Bryn project.

- 4) Number and size of AILs, including loaded dimensions and weights. It is understood from draft documents the full vehicle and load details will be provided once the finalised turbine has been selected. Once we have this information, we will be able to review whether weight will be an issue on motorway structures.

Coriolis/ Pell Frischmann - SWTRA have been consulted and have raised no objections to weight issues on the route (16/09/21).

GB explained that turbines have crane system within the turbines.

In response to a query about potential turbine failures/need for replacement, TH explained that failures are very rare but hard to put a number on.

GB – explained decommissioning process as a result of failure on site.

RT added that it takes up to six months to get a new blade so we would have time to rectify the issues.

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GB explained that in the eventuality of a component failure there would be 8 weeks notice likely four to six months of delay to get things back over. A contingency and communication plan could be devised.

RT asked how the project will decommission at the end of its lifecycle.

GB explained that decommissioning would take place on site.

- 5) What is the probability of having to replace large components, e.g., blades, generators etc. during the life-time of the wind farm and is it their intention to retain the slip road during the life-time of the project.

Coriolis/ Pell Frischmann - The intention is to retain the slip road during the life-time of the project. Component changes are very rare, so the chances of swapping out sections that would require access via the M4 junction is considered very low.

- 6) When the project reaches its end of life, how will you decommission and would you replace the turbines with new ones; this maybe 25 years down the line but it may not make sense to rip-up the slip-road in the meantime.

Coriolis/ Pell Frischmann - The junction would be retained. The decommissioned sections would be cut up on site and would exit the site via the non-trunk road access junction on standard HGV. A new application for the site could reuse the existing junction, but that would be a matter for a future planning application.

- 7) Ground investigation / geotechnical issues arising from the construction of the slip road and potential requirement to move the slip as a result of these investigations.

Coriolis/ Pell Frischmann - GI/SI would be undertaken as part of detailed design stage in full consultation with the WG and SWTRA, pre-construction. The planning application includes provision for 50m micro-siting to allow for design flexibility.

LN asked to ensure that a geotechnical survey is undertaken.

TH confirmed that a geotechnical survey will be undertaken.

NM asked how the layout of your slip road will be dealt with and whether Coriolis has looked at the topography yet there could be a lot of excavation.

TH explained that it's being looked at in detail.

SM stated that it has been looked at from a geotechnical point of view – at that point we would have consent so it may be positive for the project.

RT explained that it's all DMRB standards and there are no departures.

NM queried the proximity to Junction 38 and whether it would be far enough apart.

GB explained that this junction is considering one specific type the junction will be built to DMRB standards.

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RT explained that the principle of this junction is OK from the management of the physical barriers we need to come to an agreement as to how we are going to manage that.

TH explained that GB is working on the AIL and Natural Power is working on non-AIL HGVs etc.

GB explained there will be a full MIEA assessment to look at the impact on various receptors in various communities (Natural Power).

NM asked whether there is a CO2 payback on the project?

TH explained that for this project the carbon balance calculator is used, which shows that this scheme will be up to 1.5 years for Carbon payback. Any trees that are felled will be felled anyway as its commercial forestry land from Welsh Government, so carbon payback will be well under two years.

NM does that include the foundations?

TH yes concrete and steel there's been multiple life cycle energy analysis.

NM explained that SWTRA has to be mindful of climate matters as it forms part of the Department for Climate Change in Wales.

NM asked GD whether a ministerial sign off was required as motorways can only be instructed by means of an act.

TH stated that in the National Significance for Planning Schemes – secondary consents can be rolled into the application.

NM stated that approval is easier as the scheme is providing green energy but SWTRA would have to demonstrate evidence to the minister why.

TH – explained that Lee Waters MS and Julie James MS are well aware of the scheme.

GB explained that if the scheme receives consent the turbines would be the most powerful in Wales.

GD – stated that SWTRA will send a briefing note to ministers to obtain any issues in advance.

GB advised that we Coriolis can pull something together if there is more detail required for the briefing note to the ministers.

NM asked whether the access will only be for the blades.

GB stated that access will be for abnormal loads.

RT asked whether delivery of the blades was over a 6-week period?

TH explained that it will be over a non-consecutive 6 weeks period.

GB explained that it's a short route from port to site and given sensitivities on having an access from the motorway it would be better to get abnormal loads out the way as quickly

A3.3.30 NP CORRESPONDENCE WITH NPTCBC REGARDING.TRAFFIC AND TRANSPORT - NOVEMBER 2021

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possible, preferable before 6.00am. GB anticipates that two runs a day will clear the junction. Coriolis are in consultation with the police and are aware of constraints.

RJ flagged the environmental side of the junction.

TH explained that an ES will be completed and environmental scoping was completed in January 2021 – in the next month Coriolis will do an addendum scoping request.

Richard Jones explained that environmental teams within the Welsh Government may want to see that.

TH – stated that Coriolis are seeking a letter stating in principle that the transport plans are accepted subject to design.

TH explained that Coriolis is consulting a draft in May 2022 but documents are required to be finalised in advance.

RT- stated that a general note will be given to ministers.

GD advised that a letter confirming that the transport plans are acceptable in principle will be provided in the next few weeks once a response from ministers has been received.

Ffion Edwards

From: Mhairi Bowley
Sent: 26 November 2021 12:14
To: Terry J. Davies; Mhairi Bowley [NPC]
Cc: Justin W. Griffiths; Joanna Weeks; Lucy Freeman
Subject: RE: Y Bryn Wind Farm TIA
Attachments: Speed-Summary-00001136-2016_12_02-2016_12_15.xlsx; traffic count.jpg

Good Morning,

Thank you again for the previously provided data relating to the Goytre route for use with the Y Bryn Wind Farm EIA submission we are preparing. Using the COBA method we have converted this to an equivalent AADT value and then applied growth factors to bring it up to the year 2019 which is consistent with the other DfT data available. Unfortunately there is no identified HGV value available due to the nature of the survey undertaken. We would therefore propose to estimate this value, see below for the summary table of the data at each of the routes being considered. Taking an average of the other route HGV values gives 1.3% which can be applied. However, we are aware that there is an environmental weight limit on the structure in Pen-y-case and due to the nature of the road the actual HGV usage may be lower.

Would you be in agreement to our assumption that 1.3% of traffic on the Goytre Road can be classed as HGV or would an alternative value be preferable.

Many thanks

Mhairi

Baseline and Projected AADT				
2019				
Location	Description of location	Annual Average Daily Traffic (Total Traffic)	Annual Average Daily Traffic (HGV Traffic)	% HGVs
1136	Goytre Road	1888	24	1.3
30655	A4107 (Goytre Road to B4282)	5997	62	1.0
950829	B4282 (Maesteg to Site Entrance)	9145	131	1.4
50634	A4107 (North of B4282)	4029	66	1.6
622	A4063 to Maesteg	6968	72	1.0

From: Terry J. Davies <[REDACTED]>
Sent: 09 March 2021 10:14
To: Mhairi Bowley [NPC] <[REDACTED]>
Cc: Justin W. Griffiths <[REDACTED]>; Joanna Weeks <[REDACTED]>
Subject: RE: Y Bryn Wind Farm TIA

Mhairi,

My apologies for the late response. The Authority has information for the Goytre route and I would advise that it would be acceptable to use the appropriate growth factor to uplift these figures. Please see attached.

Regards

Terry Davies

SAB & Highway Development Senior Engineer -Team Leader /SAB a Uwch Beiriannydd Datblygu Priffyrdd – Arweinydd Tam
SAB & Highway Development Control Section/SAB a Rheoli Datblygu Priffyrdd Adran
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: [REDACTED]

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.
Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni



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Mae'r e-bost hwn ac unrhyw ffeiliau a drosglwyddir gydag ef yn gyfrinachol ac at ddefnydd yr unigolyn neu'r corff y cyfeiriwyd hwy atynt yn unig. Os ydych chi derbyn yr e-bost hwn mewn camgymeriad, dylech hysbysu'r person a anfonodd yr e-bost ar unwaith. Hefyd, sylwera nad oes unrhyw sicrwydd nad yw'r e-bost hwn neu unrhyw ymgysylltiad yn rhydd o firws ac nad yw chwaith wedi'i ryng-gipio na'i newid.

From: Mhairi Bowley [REDACTED]
Sent: 08 March 2021 17:36
To: Terry J. Davies <[REDACTED]>
Subject: RE: Y Bryn Wind Farm TIA

Good afternoon Terry,

I was wondering if you had had the opportunity to seek clarification as to whether there are any existing traffic count information which could be utilised for the Y Bryn Traffic Impact Assessment?

Many thanks,

Mhairi

Mhairi Bowley
Design Project Engineer
naturalpower.com
renewable energy consultants

tel: [REDACTED]
mobile: + [REDACTED]
email: [REDACTED]



From: Terry J. Davies <t.davies2@npt.gov.uk>
Sent: 19 February 2021 12:21
To: Mhairi Bowley <mhairib@naturalpower.com>
Subject: RE: Y Bryn Wind Farm TIA

Noted

From: Mhairi Bowley [<mailto:mhairib@naturalpower.com>]
Sent: 19 February 2021 11:52
To: Terry J. Davies <t.davies2@npt.gov.uk>
Cc: Nicola Lake <n.lake@npt.gov.uk>; Steven Jenkins <s.jenkins1@npt.gov.uk>
Subject: RE: Y Bryn Wind Farm TIA

Terry,

For clarification, as noted in my previous email, these proposed routes are not for the transport of the AILs. The routes proposed and corresponding traffic assessment will be for the daily construction traffic ie HGVs/LGVs/cars only.

Many thanks,

Mhairi

Mhairi Bowley
Design Project Engineer
naturalpower.com
renewable energy consultants

tel: +44 [REDACTED]
mobile: + [REDACTED]
email: [REDACTED]



From: Terry J. Davies [REDACTED]
Sent: 19 February 2021 11:06
To: Mhairi Bowley <[REDACTED]>
Cc: Nicola Lake <[REDACTED]>; Steven Jenkins <[REDACTED]>
Subject: RE: Y Bryn Wind Farm TIA

Mhairi
The current policy for AIL relating to windfarms in the Authority would require a trial run for Access point 1& 2, access points 3&4 would be depending on the size of the blades. There will also be a requirement for bridge structures to be assessed and condition surveys however what part of the process would be appropriate is for consideration. In terms of traffic count information I will forward to the relevant section to see if we have any available data and advise you accordingly. I would advise that the Mynydd Brombil windfarm accessed via Maesteg at access point 5 which might indicate difficulties with your chosen routes.

Regards

Terry Davies

SAB & Highway Development Senior Engineer -Team Leader /SAB a Uwch Beiriannydd Datblygu Priffyrdd – Arweinydd Tam
SAB & Highway Development Control Section/SAB a Rheoli Datblygu Priffyrdd Adran
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: [REDACTED]

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Mae'r e-bost hwn ac unrhyw ffeiliau a drosglwyddir gydag ef yn gyfrinachol ac at ddefnydd yr unigolyn neu'r corff y cyfeirwyd hwy atynt yn unig. Os ydych wedi derbyn yr e-bost hwn mewn camgymeriad, dylech hysbysu'r person a anfonodd yr e-bost ar unwaith. Hefyd, sylwer nad oes unrhyw sicrwydd nad yw'r e-bost hwn neu unrhyw ymgyssylltiad yn rhydd o firws ac nad yw chwaith wedi'i ryng-gipio na'i newid.

From: Mhairi Bowley [REDACTED]
Sent: 19 February 2021 09:13
To: Terry J. Davies <[REDACTED]>
Subject: RE: Y Bryn Wind Farm TIA

Good morning,

I have attached a sketch which shows the site entrances being considered, yellow pins numbered 1-5, and the preferred routes to these locations. Please note that these routes are for daily construction traffic only and not Abnormal load delivery.

Whilst it is unknown at present exactly where material deliveries will be received from, we have assumed that the majority will travel via the M4 and will exit at Junction 40.

- Access point 1: Traffic will travel from Junction 40 onto the A4107 then onto Dyffryn Road Goytre Road
- Access point 2: Traffic will travel from Junction 40 onto the A4107, it will continue on the A4107 then the B4282 via Bryn
- Access points 3 and 4: Traffic will travel from Junction 40 onto the A4107, it will continue on the A4107
- Access point 5: will cater for deliveries being made from the east of the site, passing through Maesteg.

Traffic count information during Covid is indeed a point we would like to discuss further with yourselves to ensure we are in agreement prior to assessment commencing. Prior to Covid our approach would be to identify appropriate locations and undertake traffic counts. Understandably there is uncertainty regarding these counts at present due to the current lockdown status and therefore potential reduced flows. As an alternative we have reviewed the DfT website and located areas where they have traffic counts, either manual or interpolated, which may be appropriate for our use. These locations are the green pins on the sketch named with the DfT site number. Site 30655 on Route 2 and 3 was a manual count undertaken in 2019. Site 78497 on Route 3 is an estimated count interpolated to 2019. We would propose to use the DfT traffic count information for routes 2, 3, 4 and 5.

Route 1 does not have an appropriate current location. Site 811768 (red pin) is available but does not form part of our route. We therefore would ask if the you hold any traffic count information which could be used for this route? If not, we would propose to undertake a traffic count for this route at a location agreed with yourselves. April is the next neutral month for undertaking the count and therefore is the earliest this would be undertaken.

Once you have had opportunity to review the information can you please advise if you are in agreement with our approach.

Many thanks,

Mhairi

Mhairi Bowley
Design Project Engineer
naturalpower.com
renewable energy consultants

tel: +44 [REDACTED]
mobile: +44 [REDACTED]
email: [REDACTED]

A3-91

Ffion Edwards

From: Mhairi Bowley
Sent: 28 March 2022 11:29
To: Steven Jenkins
Cc: Ffion Edwards; Trevor Hunter
Subject: RE: FW:

Good morning,

Thank you for the feedback regarding Goytre village and the proposed TRO.

Our assessment has identified Goytre as being both Medium and High sensitivities as a receptor due to the limited capacity to absorb the increase in traffic due to the on-street parking which occurs. As such, we are proposing to keep flows through this route to a minimum, with currently only 5% of construction traffic being assumed to utilise this route. Apologies as we may have stated 10% on our call. Numbers are continuing to change whilst the overall assessment progresses but current indications of anticipated construction traffic are shown below. Month 8 is currently indicated as our peak flow month, 5 HGV deliveries (10 HGV movements) would occur in the peak. This occurs only in months 4 to 8, with those either side seeing lower HGV deliveries.

Within the speed survey data supplied by NPT for Goytre Road, there was no information regarding what percentage of traffic was classed as HGV. We have therefore assumed a baseline that 0.5% of the AADT is HGV movements, this is based upon traffic data for the surrounding area and the expectation that HGV movements in this area would be minimum. Can you please advise if this is considered an appropriate assumption or if more HGVs currently use this route. It is due to the low baseline HGV value that the resultant % increase is almost 50% for a 5 vehicle increase.

- Embedded mitigation would be applied to the construction phase through the commitments set out in the preliminary traffic management plan. Currently this includes:
- scheduling of HGV deliveries to avoid peak times,
 - temporary signage to direct HGV drivers to the proposed development and advise of routes not permitted – this could be updated to add no parking / waiting is permitted in Goytre
 - Temporary signage to inform both drivers and pedestrians of risks and highlight rights of ways / priorities
 - Reduced speed limits

Can we please discuss this further with yourselves as it is a route which we would be keen to keep available as an option to optimise construction activities on site. It is not intended to form a main access but would be a useful option to have, with appropriate mitigation applied as agreed with yourselves.

Thanks,

Mhairi

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Daily Increase in Total Traffic	1.1	4.3	4.8	6.5	7.0	7.1	7.0	7.1	4.3	4.2	4.3	4.3	4.1	4.0

% increase in Total Traffic	0.1	0.2	0.3	0.3	0.4	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2
Daily Increase in HGV Traffic	0.1	2.6	2.7	4.4	4.3	4.4	4.3	4.5	2.4	2.2	2.3	2.3	2.2	2.0
% increase in HGV Traffic	0.8	28.1	28.5	47.0	46.3	47.5	46.3	48.3	25.4	23.6	24.8	24.4	23.0	21.5

From: Steven Jenkins <[REDACTED]>
Sent: 25 March 2022 08:28
To: Trevor Hunter <[REDACTED]>
Cc: Ffion Edwards <[REDACTED]>
Subject:

Hi Trevor

I had an email from Justin has asked me to pass this onto you: Goytre village is currently subject to a proposed traffic regulation orders which currently in the process of being scrutinised by council and there are issues with on street car parking. As such we considered this access would not be suitable for delivery to and from site.

Kind regards

Steven Jenkins

Senior Planning Officer – Development Management / Uwch Swyddog Cynllunio - Rheoli Datblygu
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/ Ffôn: [REDACTED]

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From: Justin W. Griffiths <[REDACTED]>
Sent: 24 March 2022 21:06
To: Steven Jenkins <[REDACTED]>
Cc: Joanna Weeks <[REDACTED]>
Subject: Y Bryn Wind Turbine

Hi Steve,

Very useful meeting today with the consultants and fully support thier method and approach to facilitating a vehicle percentage split for development and delivery traffic during the life cycle of the construction phase.

It has come to my attention that Goytre village is currently subject to a proposed traffic regulation orders which currently in the process of being scrutinised by council and there are issues with on street car parking. I was mindful to mention this on the basis that this was being proposed to be one of the access points for HGVs construction deliveries. I think this access would not be a suitable for delivery to and from site based upon the reasons above.

Would you be so kind as to pass this on to the development team please.

Regards

Justin

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Ffion Edwards

From: Mhairi Bowley
Sent: 31 May 2022 11:34
To: Ffion Edwards
Cc: Lucy Freeman
Subject: RE: Y Bryn WF A4107
Attachments: RE: Y Bryn Wind Farm TIA; RE: FW:

No, nothing was ever sent back on either the below or attached emails.

From: Ffion Edwards <ffione@naturalpower.com>
Sent: 30 May 2022 15:32
To: Mhairi Bowley <mhairib@naturalpower.com>
Cc: Lucy Freeman <lucyf@naturalpower.com>
Subject: FW: Y Bryn WF A4107

Hi Mhairi.

Did you ever get a response to this email? Just need it for the log.

Thanks

Ffion

From: Mhairi Bowley <[REDACTED]>
Sent: 02 December 2021 12:54
To: Terry J. Davies <[REDACTED]>
Cc: Lucy Freeman <[REDACTED]>; Justin W. Griffiths <[REDACTED]>; Joanna Weeks <[REDACTED]>
Subject: Y Bryn WF A4107

Good Morning,

We are undertaking a review of the local road network as part of the Y Bryn Wind Farm application which is currently being developed. One of the proposed HGV delivery routes uses the A4107 Afan Valley Road. During recent consultations members of the public have raised concern regarding the condition of this route due to "structural issues / slippage". This was not something which we identified on our site drive through.

We understand that in 2018 a landslide occurred in the area which resulted in temporary closure of the road. In addition google earth, snip below, suggests that work has historically (2016) been undertaken to repair the edge of carriageway / barrier system, this may be the structural issues being referred to.

Do you have any information regarding the condition of the A4107 between the M40 Junction and Duffryn which would impact the use of this route for HGV deliveries and the route current condition regarding structural concern or landslip risk in the area.

Please advise if there is a different contact I should direct this query to.

Many thanks,

Mhairi



A3.3.31 CORIOLIS EMAIL TO NPTCBC AND BCBC CONFIRMING PLANNING PERFORMANCE AGREEMENTS (PPA) ARE SIGNED – FEBRUARY 2022

Rafe Osborne

To: Trevor Hunter
Subject: RE: Y Bryn Wind Farm - PPA requests (and tracker)

From: Trevor Hunter
Sent: 15 February 2022 17:35
To: Steven Jenkins <[REDACTED]>; [REDACTED]
Cc: Ben Lewis <[REDACTED]>; Ifan Gwilym <[REDACTED]>; Ffion Edwards <[REDACTED]>
Subject: Y Bryn Wind Farm - PPA requests (and tracker)

Dear Steve, Lee,

Now that the PPA for Y Bryn Wind Farm is signed, please find attached a 'Tracker' document with requests for information in terms of the PPA (together with other relevant attachments).

These include (in terms of current "live" requests):

- LVIA
 - response to the letter consultation of 13/10/21 on revised SLVIA methodology, which I understand White Consultants have already looked at
 - new consultation letter in regards aviation lighting (night-time visualisations viewpoints) (attached)
- Traffic and Transport
 - Response to email of 26/11/21 (attached)
 - Response to email of 02/12/21 (attached)
- Noise
 - Noted Ceri's response that initial contact be directed via Steve Jenkins (NPTCBC) and Rhodri Thomas (BCBC – although assume now rather Lee Evans, per Rhodri's response), rather than direct to Dick Bowdler
- Shared ownership / community benefit
 - We would like to try and arrange a call to discuss both of these matters, together with other relevant parties (NRW, Awel Aman Tawe, NPTCVS/BAVO, WGES) as soon as possible for all parties

I've also noted a number of "pre-notifications" of forthcoming request/information sharing.

Going forward, we will maintain version control on this tracker document, so to aid us all in keeping track of requests and responses.

Any questions at all please let me know. We would also now be looking to arrange the first of our monthly meetings, per the PPA, if you could both advise of availability within next 2-4 weeks.

Best regards,

Trevor Hunter
Project Manager
Coriolis Energy

Mobile: [REDACTED]
Office: [REDACTED]
Email: [REDACTED]
Website: www.coriolis-energy.com
Address: 22-24 King Street, Maidenhead, Berkshire SL6 1EF

A3.3.32 LETTER TO LPAS AND NRW EXPLAINING REDUCED LIGHTING SCHEME AND RATIONALE FOR VIEWPOINTS – INCLUDES AVIATION LIGHTING ZTVS – FEBRUARY 2022

17 February 2022
IFS Doc No. 1272606



Hannah Roberts
Advisor - Development Planning
Natural Resources Wales
[Redacted]
[Redacted]
[Redacted]
[Redacted]

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sayhello@naturalpower.com

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The Natural Power Consultants Limited
The Green House
Forrest Estate, Dalry,
Castle Douglas, Kirkcudbrightshire,
DG7 3XS
Reg No: SC177881

Y Bryn Wind Farm: Night Time Aviation Lighting Assessment

Dear Hannah

On behalf of Y Bryn Wind Farm Ltd, Natural Power is currently undertaking the night-time aviation lighting assessment for the proposed Y Bryn Wind Farm. This will be in a supporting appendix to the Seascape, Landscape and Visual Impact Assessment and included within the Environmental Impact Assessment.

Through consultation with aviation consultees, we have agreed a reduced lighting scheme for Y Bryn Wind Farm. The reduced lighting scheme is as follows:

- a 2000 candela steady red light on the nacelles of Turbines 1, 4, 5, 6, 7, 8, 13, 14, 19 and 21;
- an infra-red light (not visible to the unaided human eye) on all turbines except T15 and T16;
- no provision of mid-tower 32 candela lighting;
- the 2000 candela lights may be dimmed to 200 candela light when visibility exceeds 5 km (i.e. when visibility is good); and
- the 2000 candela lights will only be switched on between the hours of sunset+30 minutes and sunrise-30 minutes.

In order to inform the assessment, we propose to produce night-time visualisations from the following viewpoints:

Table Error! No text of specified style in document..1: Proposed aviation lighting assessment viewpoints

VP	Location	Easting	Northing	Local Authority	Wireline	Photomontage
4	Brynna Road, Cwmafan	277547	192500	Neath Port Talbot County Borough Council	Y	Y
6	Mumbles Hill, Swansea	262781	187443	Swansea Council	Y	Y
20	Pen Parcau, Bettws	289785	187496	Bridgend County Borough Council	Y	Y
21	Sarn, Aberdulais	279972	202684	Neath Port Talbot County Borough Council	Y	Y

17 February 2022
IFS Doc No. 1272606



VP	Location	Easting	Northing	Local Authority	Wireline	Photomontage
24	Wales Coast Path, Kenfig Burrows	279807	181080	Bridgend County Borough Council	Y	Y

The viewpoints noted above are based on those previously suggested in consultation for the daytime assessment (to note there is an outstanding response relating to SLVIA methodology and viewpoints with both the local planning authorities).

This is based on a review of viewpoint photography undertaken for the daytime viewpoints and the night-time lighting intensity Zone of Theoretical Visibility mapping enclosed.

The five viewpoints listed above have been chosen to provide a representation of night-time effects from different directions and elevations to the proposed development and represent the worst-case scenario in terms of the number of lights experienced within the surrounding landscape where light pollution is limited.

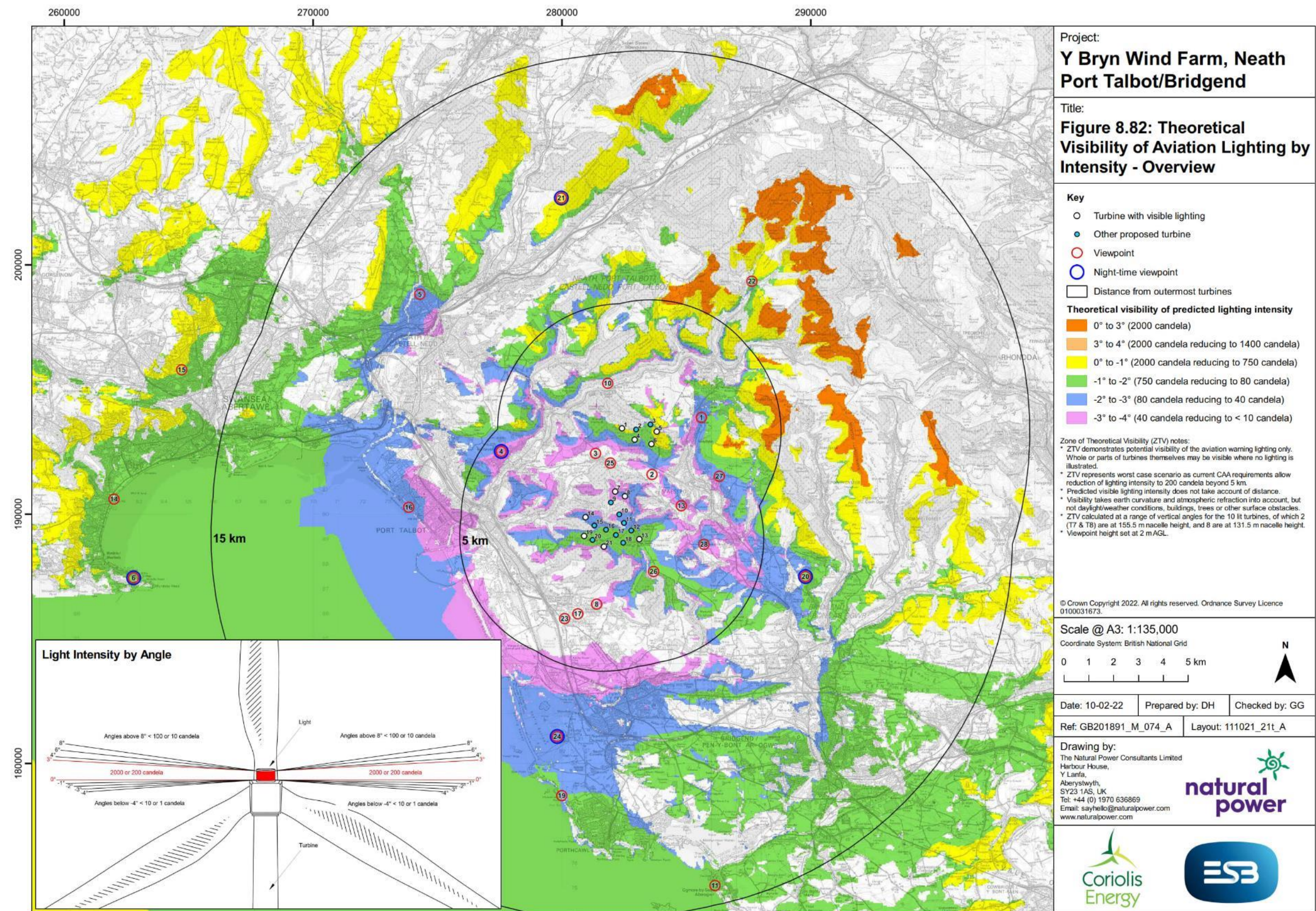
It should be noted that nearby settlements such as Bryn (have no visibility of aviation lights) and Maesteg and Llangynwyd (limited visibility) have not been included due to being located at an angle of at least 4 degrees below the horizontal plane; therefore, reducing the extent and intensity of lighting visible from a limited number of turbines. This would be experienced from areas that are influenced by artificial lighting such as street lighting, vehicles, and lights on the outside of properties.

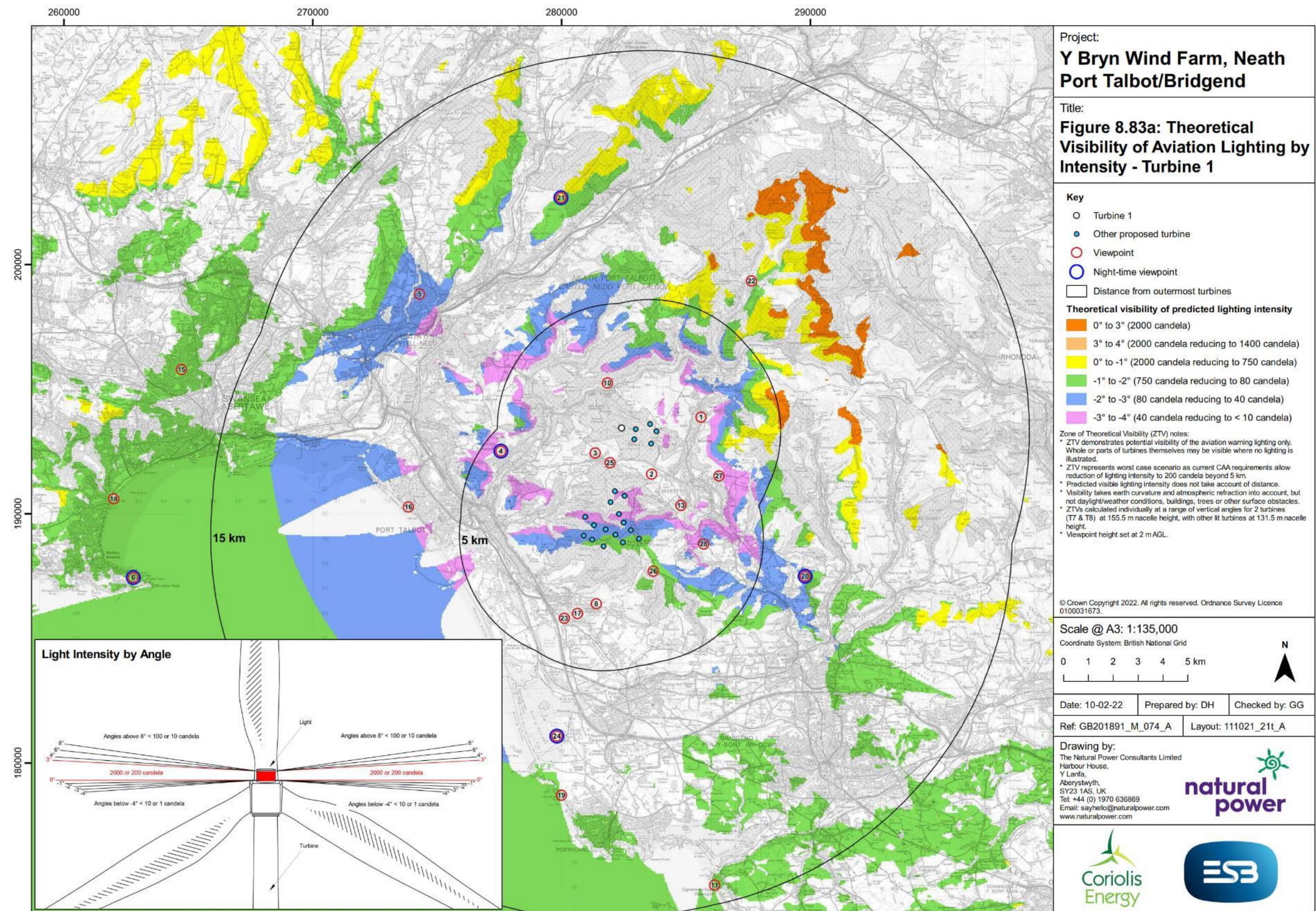
We are currently looking to undertake the assessment in February and would be grateful for your comments on the viewpoints chosen.

Yours sincerely

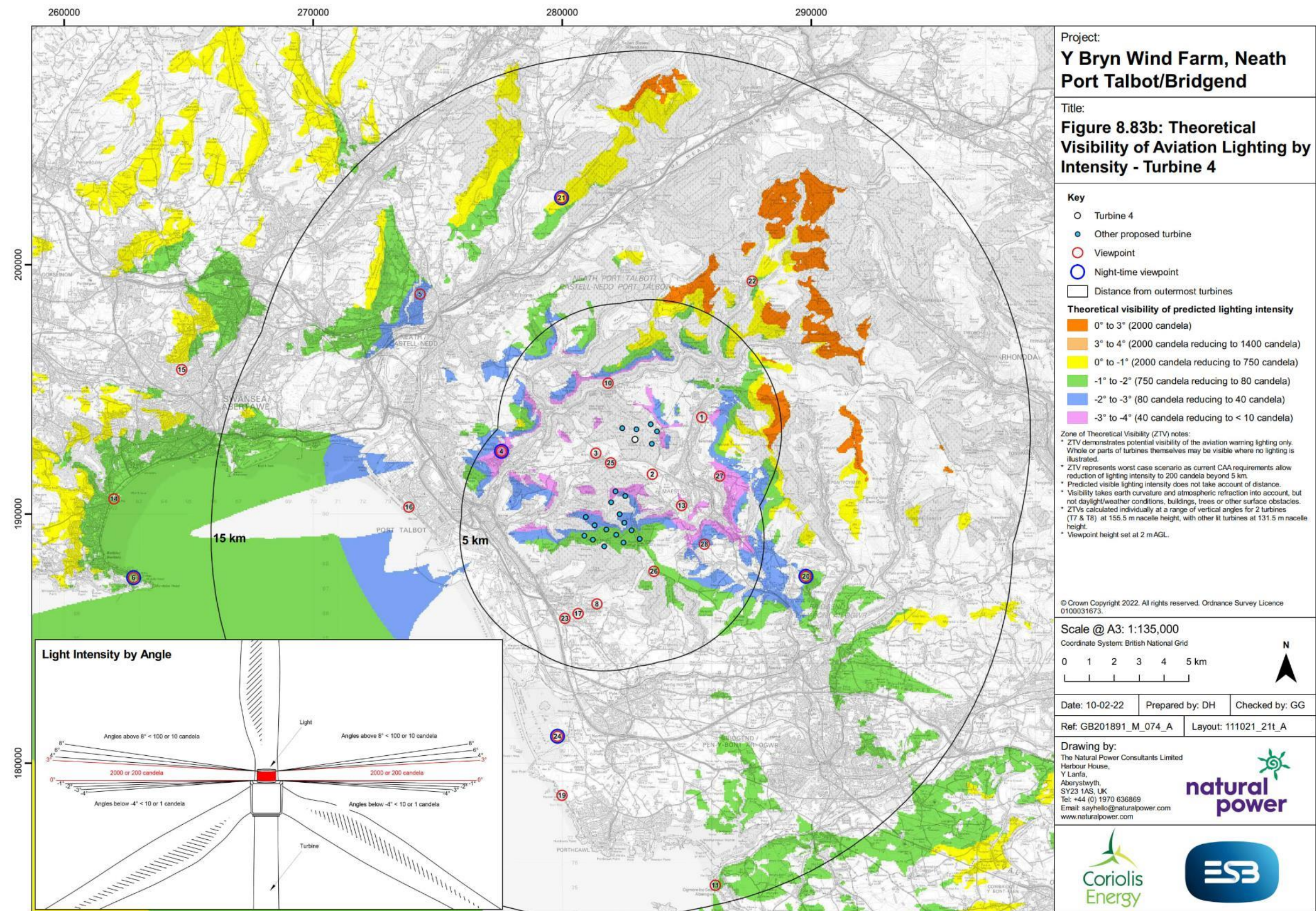
Graeme Glencorse
Principal Landscape Architect
[Redacted]

Encl. Zone of Theoretical Visibility figures

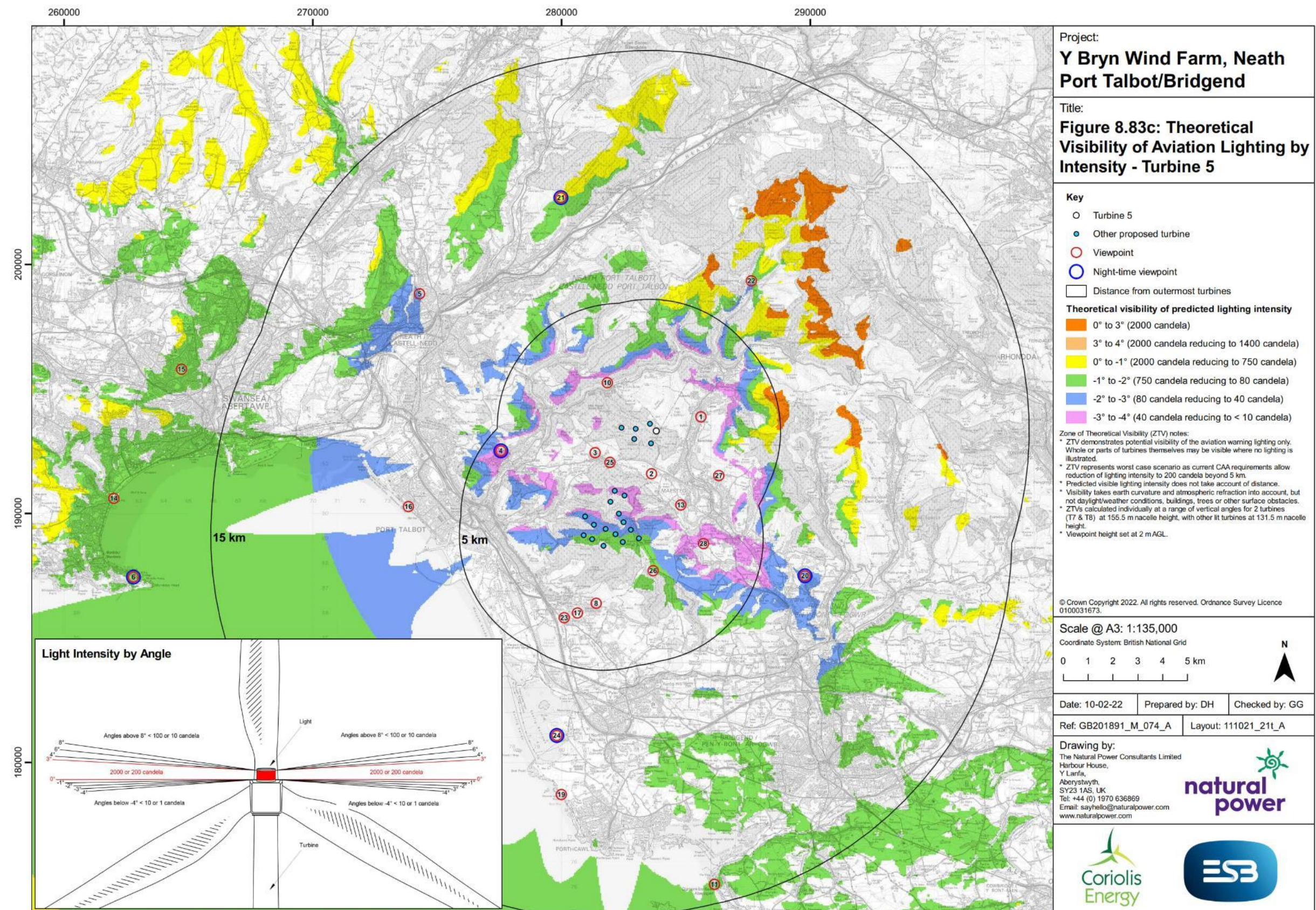




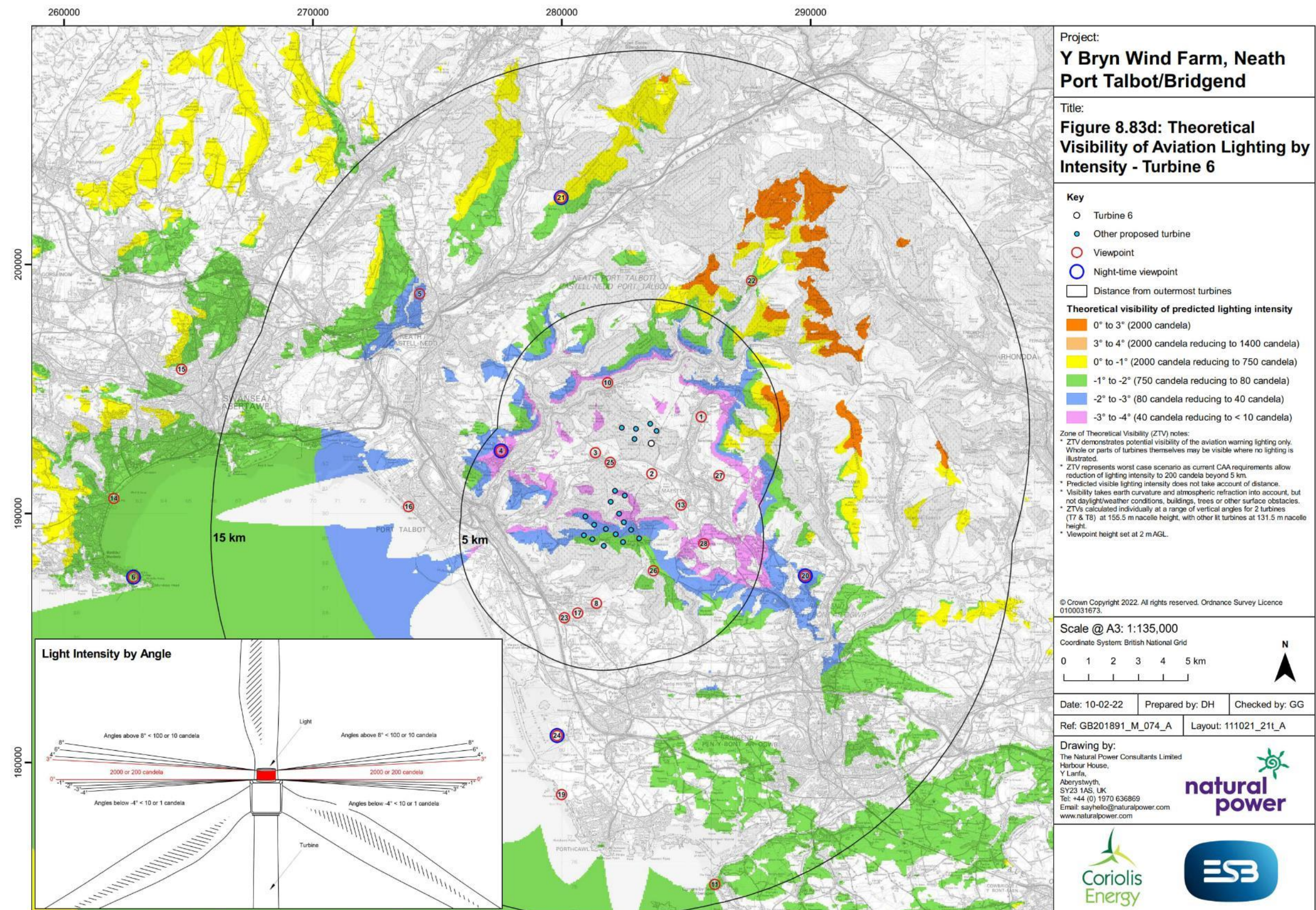
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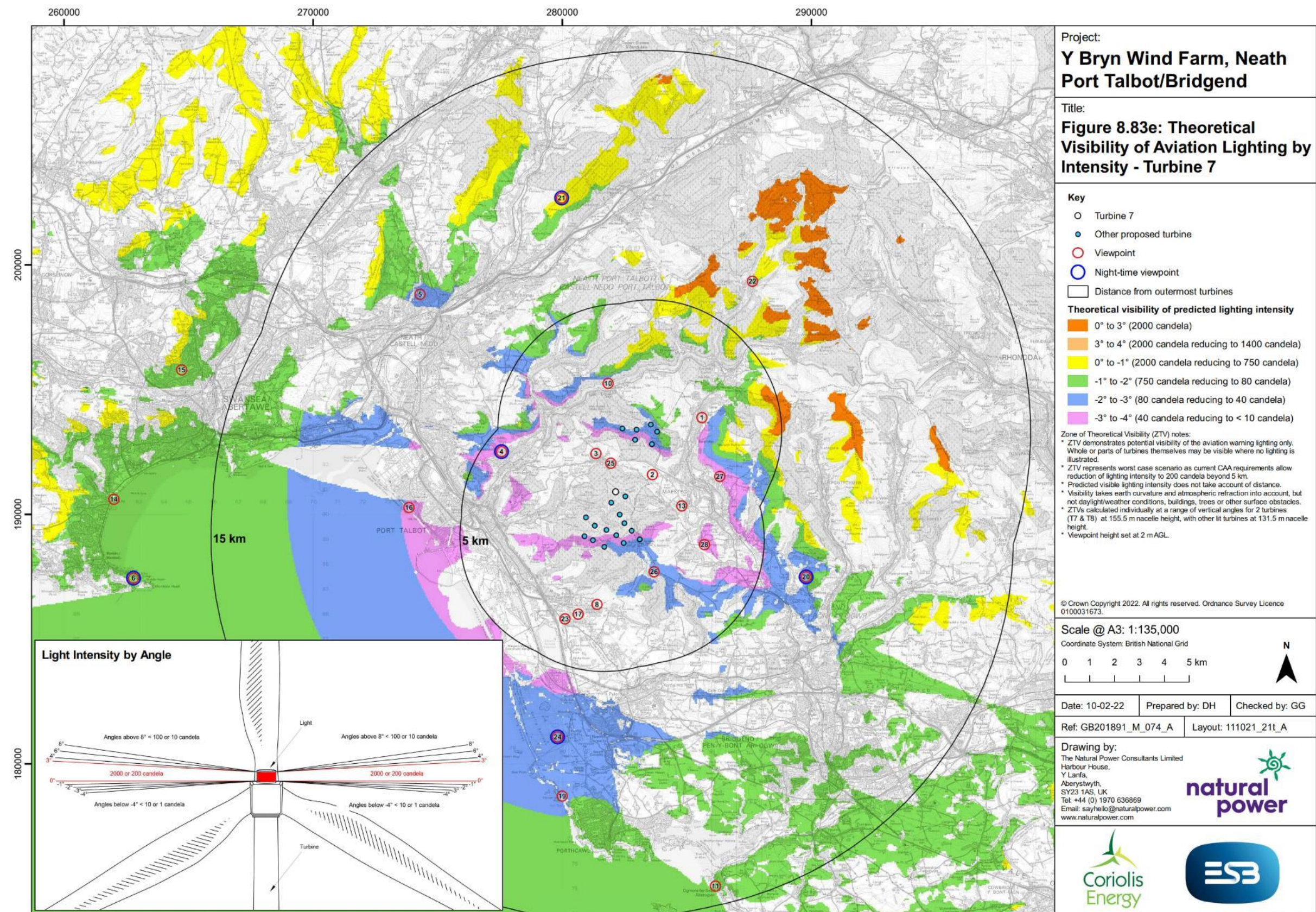
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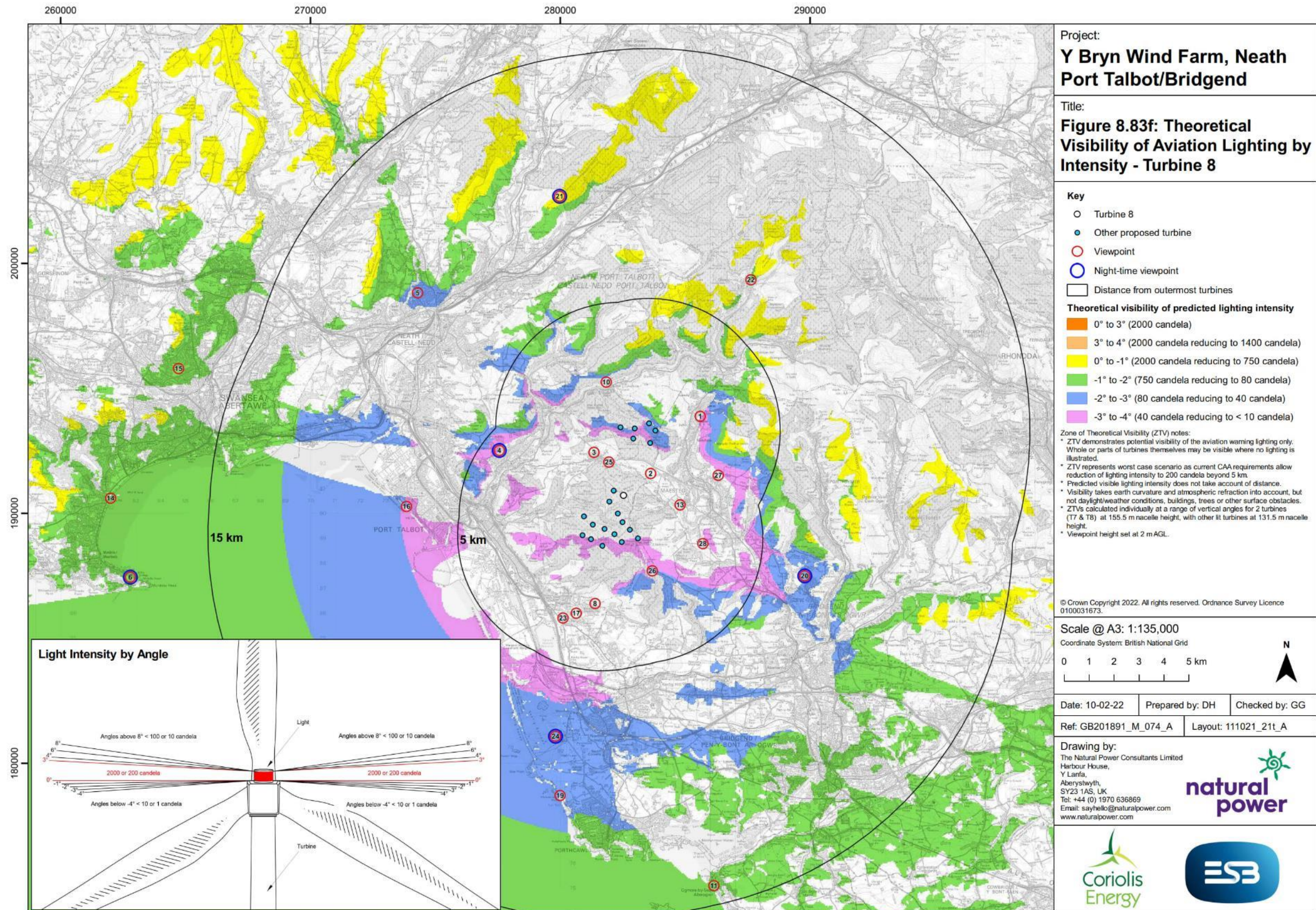
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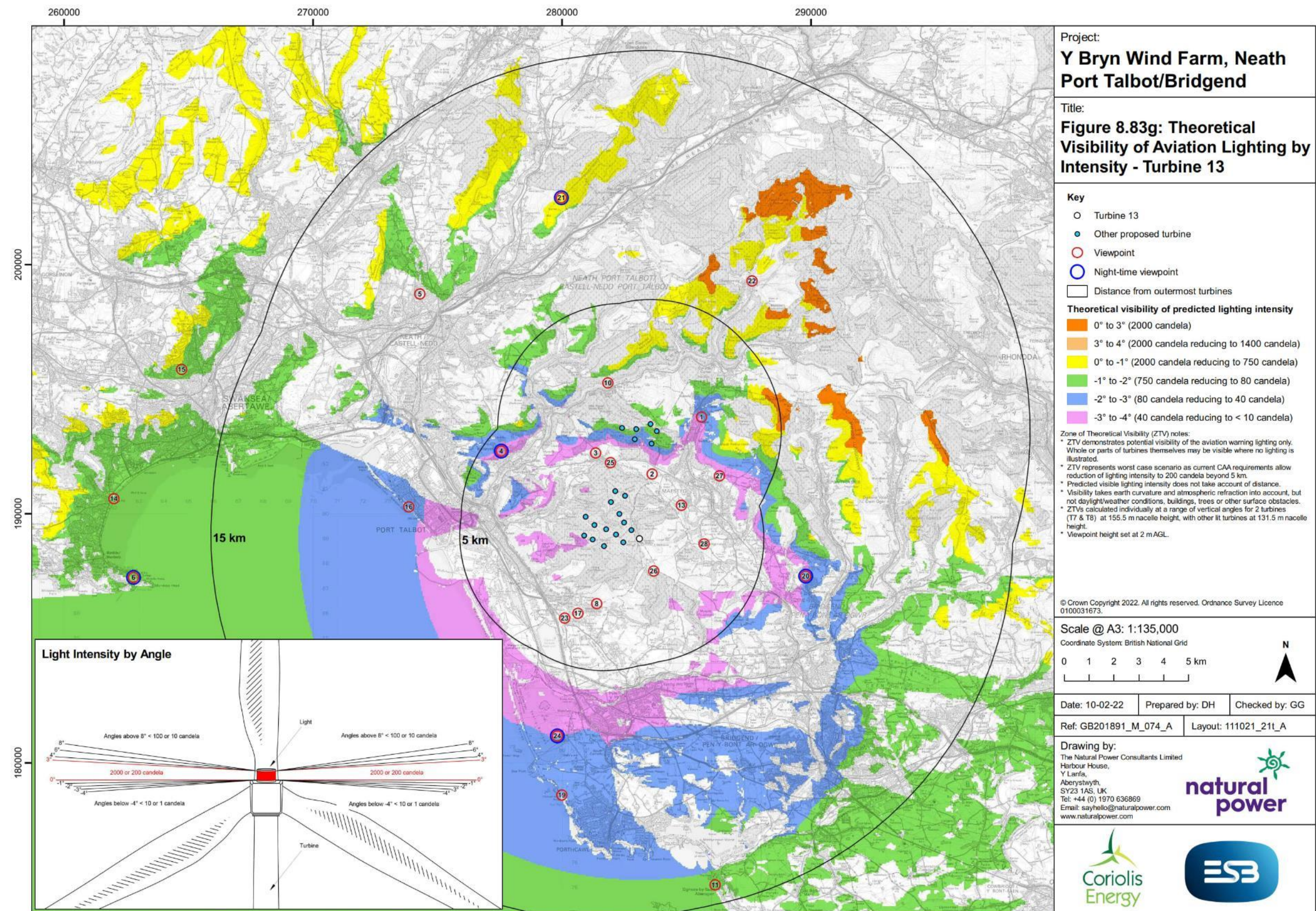
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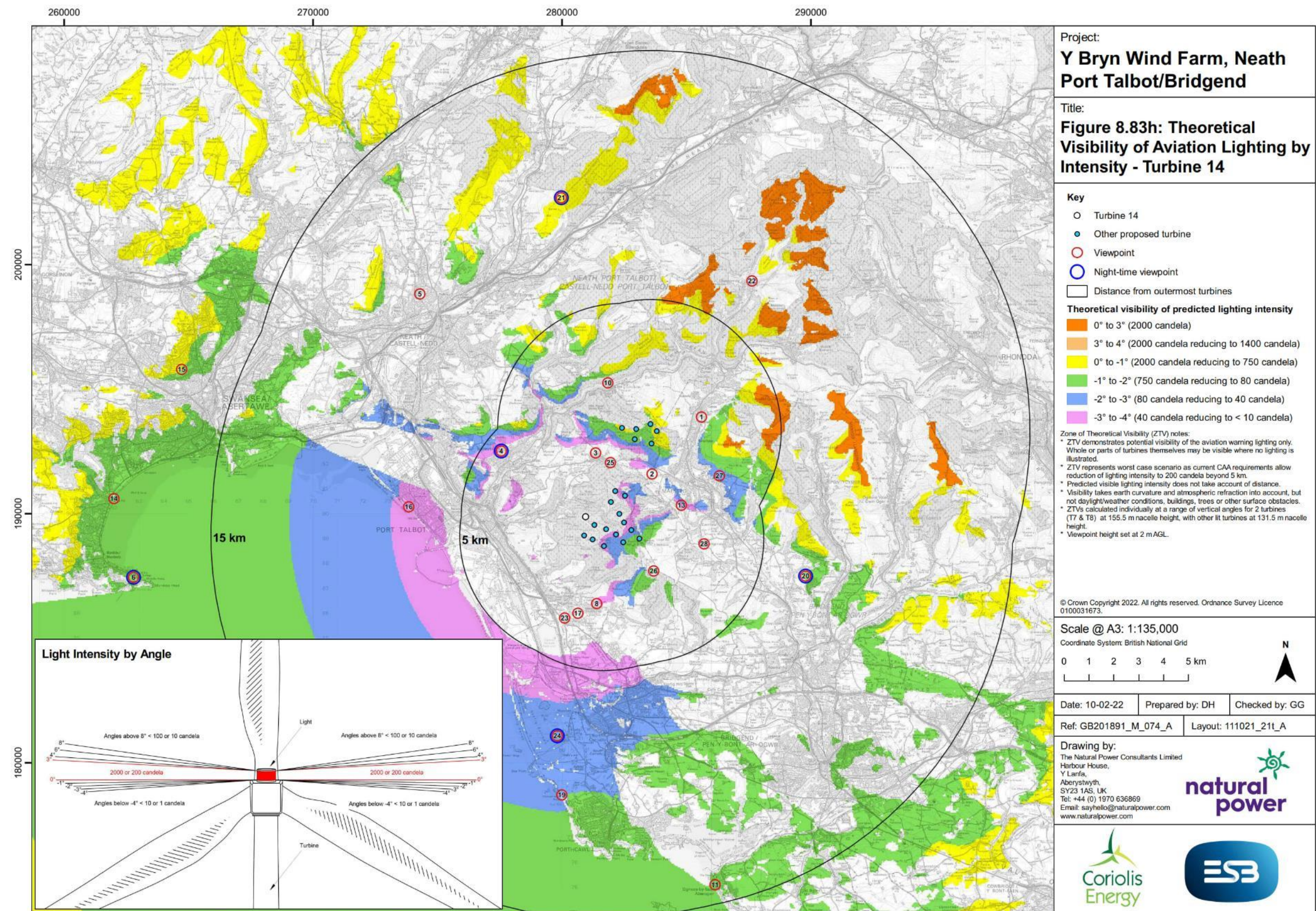
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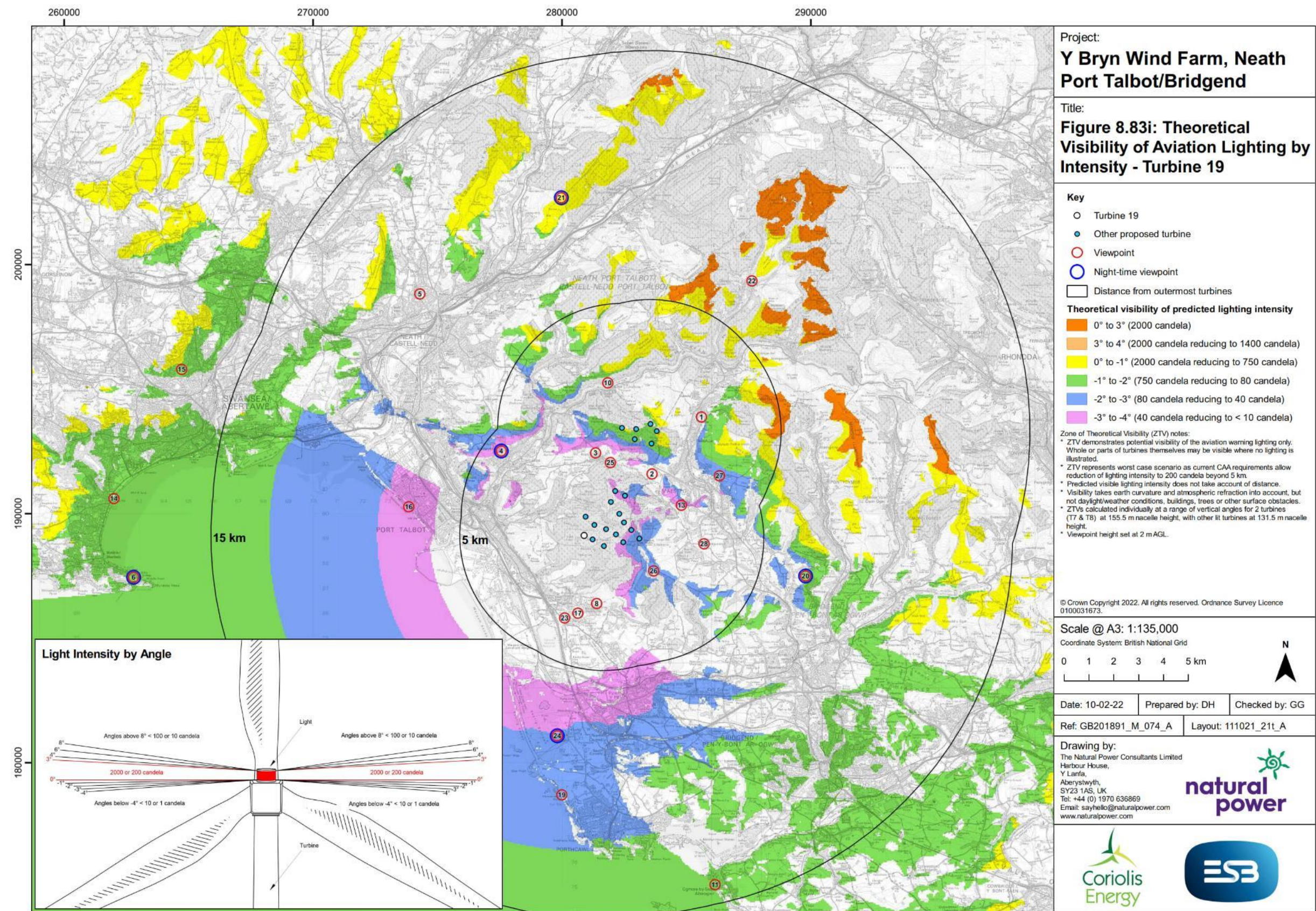
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