

MID AND WEST WALES FIRE AND RESCUE SERVICE

Advice on Water Supplies

1. WATER SUPPLIES FOR FIREFIGHTING

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to care for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Reference to the National Guidance Document on the Provision of Water for Fire Fighting 2007.

Access to Open Water Supplies

Where development of water-front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire and Rescue Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

1.1. HOUSING

Minimum main size 100 millimetres. Housing developments of units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.2. TRANSPORTATION

Lorry/Coach Parks - Multi-Storey Car Parks-Service Stations

Minimum main size 100 millimetres. All of these amenities should have a water supply capable of delivering a minimum of 25 litres per second through any hydrant on the development or within a vehicular distance of 90 metres from the complex.

1.3. INDUSTRY

In order that an adequate supply of water is available for use by the Fire and Rescue Authority in case of fire, it is recommended that the water supply infrastructure to any commercial industrial estate is as follows:

Light Industrial/Commercial

Up to one hectare, 20 litres per second - Minimum Main Size 100 millimetres

Up to two hectares, 35 litres per second - Minimum Main Size 150 millimetres

High Risk Industrial

Up to three hectares 50 litres per second - Minimum Main Size 150 millimetres

Over three hectares, 75 litres per second - Minimum Main Size 150 millimetres

In rural areas it may not be possible to provide sufficient mains water. To overcome this, static or river supplies would be considered on site if they are capable of supplying the above flow rates for at least one hour.

The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements, as high-risk premises may require a greater flow.

1.4. SHOPPING, OFFICES, RECREATION AND TOURISM

Commercial developments of this type should have a water supply capable of delivering a minimum of 20 to 75 litres per second to the development site. The Fire and Rescue Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements.

1.5. EDUCATION, HEALTH AND COMMUNITY FACILITIES

Village Halls

Should have a water supply capable of delivering a minimum of 15 litres per second through any hydrant on the development or within a vehicular distance of 100 metres from the complex.

Primary Schools and Single Storey Health Centres

Should have a water supply capable of delivering a minimum of 20 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

Secondary Schools, Colleges, Large Health and Community Facilities

Should have a water supply capable of delivering a minimum of 35 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

1.6. DISTANCES BETWEEN FIRE HYDRANTS

The distance between fire hydrants should not exceed the following:

Residential areas	-	200 metres
Industrial Estates	-	150 metres
Town Centre Areas	-	90 metres
Commercial (Offices & Shops)	-	100 metres
Residential Hostels	-	Adjacent to access
Hotels	-	Adjacent to access
Institutional (Hospitals & Old Persons Home)	-	Adjacent to access
Old Persons Home	-	Adjacent to access
Educational (Schools & Colleges)	-	Adjacent to access

1.7. CONCLUSION

Developers should hold joint discussions with the relevant Water Authority or the Environmental Agency and the Fire and Rescue Authority to ensure that adequate water supplies are available in case of fire.

The Fire and Rescue Authority reserve the right to ask for static water supplies for firefighting on site, as a condition of planning consent, if the supply infrastructure is inadequate for any given risk.

A3.4.2 GLAMORGAN-GWENT ARCHAEOLOGICAL TRUST PAC RESPONSE (JUNE 2023)

----- Original Message -----
From: Judith Doyle <[redacted]>
To: "[redacted]" <[redacted]>
Date: 20/06/2023 13:32 BST
Subject: GGAT response Y Bryn

Good afternoon

Our response is attached. We will be making essentially the same response when we are consulted by PEDW for the DNS.

regards

Judith Doyle BA MBA FSA MCIFA

Stewardship Officer / Swyddog Stiwardiaeth
Deputy Chief Executive Officer (Supplementary) / Dirpwy Brif Swyddog Gweithredol (Rôl Atodol)

Glamorgan-Gwent Archaeological Trust Ltd / Ymddiriedolaeth Archeolegol Morgannwg Gwent

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web [The Glamorgan-Gwent Archaeological Trust \(ggat.org.uk\)](http://The Glamorgan-Gwent Archaeological Trust (ggat.org.uk))

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Swyddfa Gofrestredig fel yr uchod. Cofrestrwyd yng Nghymru, Rhif 1276976. Cwmni Cyfyngedig trwy Warrant heb Gyfalaf Cyfrannau. Elusen Gofrestredig, Rhif 505609.

Mudiad Archaeolegol Cofrestredig, Sefydliad Siartredig yr Archaeolegwyr (IFA), Rhif 15.

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Os nad chi oedd fod derbyn y neges hon, neu os ydych yn weithiwr cyflogedig neu’n asiant yn gyfrifol am anfon y neges, nid yw ei datgelu, ei chopïo, ei dosbarthu na chymryd unrhyw gamau yn ddibynnol ar y neges yn cael eu hawdurdodi, a gall gwneud hyn fod yn anghyfreithlon. Os byddwch yn derbyn y neges hon trwy gamgymeriad, cysylltwch â ni drwy anfon y neges yn ôl atom gan ddileu unrhyw negeseuon neu atodiadau.



Y Bryn Project Team
Coriolis Energy
Phone: [redacted]
Email: [redacted]
Website: <https://www.ybryn-windfarm.cymru/>

Please consider the environment before printing this e-mail

Our Ref: NPT0566/JBHD

STEWARDSHIP



Y Bryn Windfarm Project Team
Coriolis Energy
FREEPOST TC CONSULTATION

20th June 2023

FAO: George Heal

Dear Sir

Site address: Land at Bryn and Penhydd Forest, located between Port Talbot and Maesteg.
Proposed Development: A wind farm of up to 18 turbines with battery energy storage and ancillary infrastructure.

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.

Glamorgan-Gwent
Archaeological Trust
Limited
Ymddiriedolaeth
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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 \(EN\) \(ggat.org.uk\)](https://www.ggat.org.uk/guidance-for-the-submission-of-data-to-welsh-her/v2-en/) and ensure that the Historic Environment Record is up to date for further decision making, research and 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

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 authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

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.*

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.

We also recommend that a note should be attached to any consent explaining that:

The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), [CIfA regulations](https://www.cifa.org.uk/regulations/).

[standards and guidance | Chartered Institute for Archaeologists](#) and it is recommended that it is carried out either by a ClfA Registered Organisation or a MCIfA level accredited Member [Looking for an archaeologist? | Chartered Institute for Archaeologists](#).

If you require further information, please contact us.

Yours faithfully

Judith Doyle

Judith Doyle BA MBA FSA MCIfA
Stewardship Officer

A3.4.3 THE COAL AUTHORITY PAC RESPONSE (JUNE 2023)

-----Original Message-----
From: [REDACTED] <[REDACTED]>
Sent: 23 June 2023 14:45
To: Trevor Hunter <[REDACTED]>; [REDACTED] <[REDACTED]>
Subject: Fwd: PRE-APP Y Bryn Wind Farm (DNS/3264571) NSIP ON, Y BRYN ONSHORE WIND FARM, NORTHEAST OF PORT TALBOT

Hi Trevor

Here's a response from the Coal Authority.

Best wishes.

Sara.

----- Original Message -----
From: [REDACTED]
To: [REDACTED]
Date: 21/06/2023 16:18 BST
Subject: PRE-APP Y Bryn Wind Farm (DNS/3264571) NSIP ON, Y BRYN ONSHORE WIND FARM, NORTHEAST OF PORT TALBOT

Dear Trevor Hunter

Following the planning consultation on 01 June 2023, please find attached our comments on the above application.

If you would like to discuss any of the issues raised, please contact us.

Regards

Planning and Local Authority Liaison team

T: 01623 637119
E
W: <https://www.gov.uk/coalauthority>

[REDACTED]
> Making a better future for people and the environment in mining areas. Like us on Facebook<<https://www.facebook.com/thecoalauthority>> or follow us on Twitter<<https://twitter.com/CoalAuthority>> and LinkedIn<https://www.linkedin.com/company/the-coal-authority?trk=company_name>.



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Web: www.gov.uk/coalauthority

For the Attention of: Mr T Hunter - Y Bryn Project Manager

[By Email: info@ybryn-windfarm.cymru]

21st June 2023

Dear Mr Hunter

PRE-APPLICATION - Y Bryn Wind Farm - Installation of up to 18 wind turbines with maximum heights; Y Bryn Onshore Wind Farm, Northeast Of Port Talbot

Thank you for your notification of the 1st June 2023 seeking the views of The Coal Authority on the above.

The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

Our records indicate that within, or within 20m of, the site there are 293 mine entries, we do not hold treatment details for most of these features. Shallow coal workings are also present, along with reported surface hazards and monitoring and discharge points, which the Coal Authority may need access to. These features may pose a potential risk to surface stability and public safety.

The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy:
<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

We note that Chapter 10 of the Environmental Statement, dated June 2023 and prepared by Natural Power, covers ground conditions. Section 10.5.35 specifically

relates to Coal Mining Risk Assessment and identifies the potential risks posed by coal mining features and recommends that further assessment and investigations on site will be necessary. The authors of the report note that any remedial works necessary will be carried out on site.

We would expect the siting of the turbines and any built structures ancillary to their operation should avoid being located close to, or over, the recorded mine entries on site. It should be noted that the actual positions of these features may be subject to significant departure from their recorded locations. It would be prudent to carry out a positional review from available source data for those mine entries in areas where development is proposed in order to ensure that the siting of the turbines, and any investigations carried out, are informed by the best plot positions of these features.

It would be helpful if the formal submission was supported by a plan showing the relationship of the turbine positions to the recorded mine entries within their vicinity to accompany the Coal Mining Assessment in the ES.

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely

Melanie Lindsley
Melanie Lindsley BA (Hons), DipEH, DipURP, MA, PGCertUD, PGCertSP, MRTPI
Principal Planning & Development Manager

General Information for the Applicant

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

Disclaimer

The above consultation response is provided by The Coal Authority as a Statutory Consultee and is based upon the latest available data on the date of the response, and electronic consultation records held by The Coal Authority since 1 April 2013. The comments made are also based upon only the information provided to The Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by The Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the Applicant for consultation purposes.

In formulating this response The Coal Authority has taken full account of the professional conclusions reached by the competent person who has prepared the Coal Mining Risk Assessment or other similar report. In the event that any future claim for liability arises in relation to this development The Coal Authority will take full account of the views, conclusions and mitigation previously expressed by the professional advisers for this development in relation to ground conditions and the acceptability of development.

A3.4.4 NPTCBC SAB & HIGHWAYS DEVELOPMENT CONTROL PAC RESPONSE

----- Original Message -----
From: HDC <[REDACTED]>
To: George Heal <[REDACTED]>, HDC <[REDACTED]>
CC: "[REDACTED]" <[REDACTED]>, "Justin W. Griffiths" <[REDACTED]>
Date: 22/06/2023 16:39 BST
Subject: RE: Y Bryn Wind Farm – Statutory Pre-Application Consultation

Good Afternoon

Please find attached our observations for the PAC for Y Bryn Wind Farm.

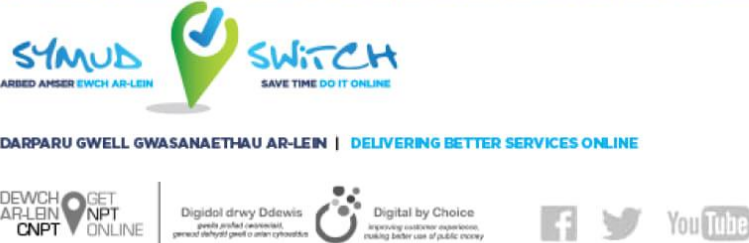
Many thanks

SAB & Highways Development Control

Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/ Ffôn: 01639 686868

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 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 ymgysylltiad yn rhydd o firws ac nad yw chwaith wedi'i ryng-gipio na'i newid.

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT**OBSERVATIONS**

PAC APPLICATION NO: N/4/23/0007/00
 APPLICANT: TREVOR HUNTER - CORIOLIS ENERGY
 LOCATION: Y BRYN WIND FARM, NORTHEAST OF PORT TALBOT
 PROPOSAL: INSTALLATION OF UP TO 18 WIND TURBINES WITH
 MAXIMUM HEIGHTS RANGING BETWEEN UP TO 206M,
 UP TO 230M, & UP TO 250M TO BLADE TIP, EACH WITH
 FOUNDATIONS, EXTERNAL TRANSFORMER HOUSINGS,
 CRANE HARDSTANDINGS & ERECTION AREA;
 TOGETHER WITH ANCILLARY INFRASTRUCTURE &
 CONSTRUCTION ENABLING WORKS INCLUDING
 SUBSTATION, CONTROL BUILDING & COMPOUND;
 ENERGY STORAGE FACILITY; TWO PERMANENT WIND
 MONITORING LOCATIONS; UPGRADED & NEW ACCESS
 TRACKS & HIGHWAY JUNCTIONS; UNDERGROUND
 CABLE RUNS; SITE SIGNAGE; BORROW PITS;
 TEMPORARY CONSTRUCTION & STORAGE
 COMPOUNDS & LAYDOWN AREAS.

The Highway/Drainage Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐
SAB (SAB approval is required)	☒

MY OBSERVATIONS ON THIS PAC ARE AS FOLLOWS:-

We have no highway or drainage objection subject to the following observations.

HIGHWAYS/TRANSPORT (ES Chapter 11: Traffic & Transport)

1. Whilst Chapter 11 deals with Traffic flow and Transport within the ES there is no Transport Statement provided in accordance with TAN 18.
2. Item 11.4.12, 11.4.13 & 11.4.14– agree with the possible mitigation methods proposed. However further details is required showing how the mitigation measures are implemented.
3. Item 11.4.22 quotes “*In the absence of Department for Transport (DfT) data at Goytre Road, NPTCBC results of a speed survey undertaken in 2016, this has been considered in the assessment*” Using this data may not provide an accurate baseline of traffic flows due to the data being nearly 7 years old. Even though there may be evidence of a number of traffic vehicles the survey is used for speed survey data collection not traffic trips – can we suggest a real-time traffic survey be undertaken within a neutral month?
4. Item 11.5.8 it is noted that no vehicles are proposed to exit the site via the proposed M4 diverge – we support this proposal.
5. Item “Baseline Traffic Data” refers to 2016 NPTCBC speed survey data, and DfT data from 2019. Whilst this exercise would have been useful to give an in principle idea of flows, I would like to see baseline based figures in real time post pandemic. This will provide a more accurate assessment.
6. It is unclear how many vehicle (HGV’s and LGV’s) will be used at either junction of access point 2 (B4282) and point 3 Goytre Road. The data show a general combination of deliveries but not specific to each junction.
7. Predicted data of vehicle movements are noted, however as previously stated I think fresh and current data would be required for the baseline figures.
8. Item 11.6.23 percentage assessment increase show >5% average during the course of construction. Whilst this is only a temporary activity estimated over 24 months, in terms of delay can it be quantified how long traffic is likely to be delayed on adopted highways leading to and from the site – timings of deliveries may assist you with mitigation.
9. Table 11.17 - Within Goytre Road it flags up sensitivity risk “Driver Delay”, Pedestrian Fear & intimidation and Safety to be HIGH. Whilst the Construction Phase Effects (Item 11.7.5) highlights High Risk to be “Not Significant” We have concerns that this will result in a serious or significant impact upon highway and pedestrian safety. We need to safeguard the community of Goytre.
10. Access from Goytre to site (if agreed) should be tarmaced for the first 10 metres length and full width, to allow a bound surface and prevent overspill of loose material on to the public highway.

11. References were made within the ES to Volume 3: Appendices - The HGV Traffic Management Plan was accessible and refers to further details awaiting the appointment of principle contractor therefore not much to respond on in terms of detailed information at this point.
12. The AIL TMP refers to mitigation proposals to ensure safe delivery of AIL, however no details of site setup, parking, operational vehicles, whether or not additional support is required for widening of access tracks off the trunk road, together with security of access road and proposed preventative measures required to not allow other vehicles to enter off the slip road or park once development is completed. SWTRA to comment on deliveries/delays and structures of ministerial roads.
13. No details of the proposed access slip road and associated highway tie-in to exiting private land (cut and fill), lighting and additional street furniture/signage etc has been submitted for assessment. This information may very well be available within the four documents listed within item 11 above. However it was not accessible to me when undertaking the assessment.
14. A suggestion to undertake a survey of all relevant estate roads (Goytre Rd) will be required pre commencement of construction traffic and post construction traffic where any damage occurred resulting in these additional delivery movements shall be rectified and made good by the applicant. It is also important to engage with residents before construction deliveries occur and specify timings agreed as part of the Traffic Management Plan, with the intention to review periodically when necessary and further mitigation required if needed.
15. Any gates required on private land fronting onto the highway shall be of a type which open inwards only, can be seen through and maintained as such thereafter.
16. Additional works required on the existing publically maintained highway will require an adoption agreement.
17. No development shall take place to construct any infrastructure or buildings until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for:
 - (i) the parking of vehicles of site operatives and visitors
 - (ii) loading and unloading of plant and materials
 - (iii) storage of plant and materials used in constructing the development
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - (v) wheel washing facilities
 - (vi) measures to control the emission of dust and dirt during construction
 - (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
 - (viii) scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions.
 - (ix) The Construction Method Statement shall be signed by a competent person(s).

The approved Statement shall be adhered to throughout the construction period.

18. Detailed signage shall be submitted to and approved in writing by the LPA, the approved sign shall be erected at the entrance of the access road on private land not publically maintained highway stating the following in English and Welsh '*PRIVATE ROAD with no intention to dedicate under S37 of the Highways Act 1980*' the signage as approved shall be constructed on site prior to the occupation of the first dwelling.
19. No Road Safety Audit required for access road off the M4 (Abnormal Indivisible Loads) because the access road is purely for operational traffic not public use.

HIGHWAY NOTE TO APPLICANT

1. In order to ensure the road works you are required to undertake are carried out to the satisfaction of the Local Planning Authority and subsequently adopted if you so wish you are advised prior to commencing any work on these works to contact the Head of Engineering and Transport Services at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (FAO Mr Justin Griffiths, telephone number (01639) 686397 or e-mail j.griffiths4@npt.gov.uk) to agree the specification, enter an adoption agreement and arrange onsite inspection of your works.

Any agreement to adopt the roads relating to this development should be entered into with the Council prior to the commencement of development. Such an agreement will be under Section 38 of the Highways Act 1980 relating to the specification, timescale and subsequent adoption of the roads and a Bond to ensure that the Authority can complete the works if the Developer defaults on the roadworks.

2. Prior to commencing any works on site the applicant will be required to enter into an agreement with the Authority under Section 278 of the Highway Act 1980 to carry out the works upon the existing public highway. You are advised prior to commencing any work on these works to contact the Head of Engineering and Transport Services at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (FAO Mr Justin Griffiths, telephone number (01639) 686397 or e-mail j.griffiths4@npt.gov.uk) to agree the specification, enter the agreement and arrange on site inspection of your works.
3. Developers' attention is drawn to the provisions of Section 278 of the Highways Act, 1980 in cases where a development would require access or other works to be carried out within the existing highway. Where highway works to benefit a development require land adjacent to an existing highway to be constructed upon together with works on the existing public maintained highway, a hybrid S38/278 shall be used. Works that are to be undertaken within the existing public maintained highway only will require a S278 agreement. No Work shall be undertaken on the existing public maintained highway until the appropriate legal agreement has been entered into.

Any works undertaken on the public highway without the appropriate legal agreement with the Highway Authority, the Highway Authority has the right to request the developer to remove and/or reinstate that part of the highway back to its original condition to the satisfaction of the Highway Authority.

A plan detailing the differences between the existing and proposed highway shall be submitted to form part of the legal agreement, this should be made up of two colours, green for the proposed area to be adopted and brown for the existing highway.

Developers are reminded that consent under the Town and Country Planning Act, 1990/91, conveys no approval for works to be undertaken affecting any part of the public highway, including verges and footways. The Developer must:-

(i) Obtain the approval of Neath Port Talbot County Borough Council as Highway Authority for the details of any works to be undertaken in the Public Highway.

(ii) Indemnify the Authority against all claims arising from such works, including claims under the Land Compensation Act.

(iii) Give not less than 1 calendar months' notice in writing of the date of commencement of the works.

As part of this process you are advised that any principle contractors and/or subcontractors that are on the Local Authority's framework approved list are permitted to undertake the works on the public highway, a list of these contractors are available from the Highway Authority's Highway Development Control Section on request.

DRAINAGE

1. Details of any surface water drainage mitigation/alterations resulting in the access of the new purpose built diverge slip road off the M4 for AIL deliveries. How this ties-in to the existing drainage network and possibility of implementing SuDS components where practicable.
2. Should any springs or ground water seepage be encountered the on site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.
3. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert crossing or bordering the site, without prior consultation and agreement with the Authority.
4. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.
5. No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
6. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the lifetime of construction.
7. Prior to any works commencing on site SAB approval will be required. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on <https://www.npt.gov.uk/sab>

DRAINAGE NOTE TO APPLICANT

Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m² or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Highway Development Control service acting in its SuDS Approving Body (SAB) role before construction work begins. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. You will not be allowed to start construction until both permissions have been approved.

If you have not done so already, and your development would not fall into any of the relevant exceptions, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDs design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. There is an additional charge of £250 for this service. This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/sab.

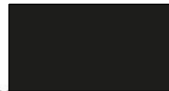
Prior to commencement of any works within a watercourse, hereby approved permanent and temporary under Section 23 of the Land Drainage Act 1991 must be obtained from the Authority. You are therefore advised to contact the Development Management Engineer, Mr Justin Griffiths at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (Tel.No.01639 686397 e-mail j.griffiths4@npt.gov.uk). Please note such consents can take up to 8 weeks to be processed after registration and early application is advised.

Notwithstanding the necessary consent required under section 23 of the Land Drainage Act 1991. The applicant must note that any culverts/ditches/open watercourses that conveys water through their land are to remain free from obstruction at all times. All tributary watercourses (culverted or not) located within the applicants land would be riparian responsibilities whereby the responsibility to sustain the flow of watercourse would remain with the land owner and subsequently passed on to the respective landowners thereafter should the land be sold. For further information on riparian responsibilities please contact Mr Justin W. Griffiths SAB & Highway Development Control Manager (Tel: 01639 686397 or email j.griffiths4@npt.gov.uk), alternatively you could access the riparian booklet online using the following web-link <https://www.npt.gov.uk/2867>

NOTES TO APPLICANT

Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 11 and Future Wales – the National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here: www.npt.gov.uk/activetravel.

These above observations are provide without prejudice and are based upon the information submitted at the preliminary stage. However, should further amendments or any additional information be submitted thereafter, our observations may change to reflect these amendments and/or additional details.

SIGNED:  DATE: 0/0/2023
pp HEAD OF ENGINEERING & TRANSPORT

PAC Ref: N423000700 – Y BRYN WIND FARM

A3.4.5 PAC RESPONSE FROM WYN-BRITTEN JONES – A RETIRED BBC WALES COMMUNICATIONS 7 ENGINEERING MANAGER (JUNE 2023)

From: Wyn Britten-Jones <[REDACTED]>
Date: 8 June 2023 at 16:59:37 BST
To: Trevor Hunter <[REDACTED]>
Subject: Corrigendum Television & Radio Written Scheme

Hi Trevor

As a retired BBC Wales Communications & Engineering Manager having updated my knowledge base for the Digital TV Upgrade and subsequent changes to the Spectrum Allocation, it is my considered professional opinion that Pager Power's report dated February 2022 requires a Corrigendum.

Too much emphasis has been placed on various theoretical aspects.

At the time of the digital upgrade Freeview published an extremely useful facility on their website whereby your postcode and house number or name could be entered and a prediction given of available television transmitters with an expected signal quality for each multiplex, as well as a compass bearing and aerial grouping. This facility has been updated for the changes to the Spectrum Allocation to accommodate firstly 4G and now 5G. The Freeview predictions I have found to be extremely accurate in practice.

The original analog 625 line PAL TV transmission system was well engineered but some locations suffered from poor signal-to-noise and reflections, Kilvey Hill Rebroadcast Relay for example retransmitted its signal from Wenvoe with a reflection from the steelworks in Port Talbot. The location of a reflecting structure could be accurately measured from the onscreen time difference. Poor signal-to-noise could be improved with a higher gain antenna and/or an amplifier. Even in the former BBC Television Centre we experienced pre-imaging where the signal from Crystal Palace came through the window on the 7th floor before receiving the same signal through the distribution system. Terrestrial Digital Television overcomes previous issues with reflections off static structures, however when the signal strength at the receiver falls below a certain level pixelation occurs before a complete loss of picture, conversely if there is too much signal the same thing happens and attenuation is required. Picture quality is either excellent or non-existent.

DVB-T utilises twin screened coaxial cable, the Receive Antennas are very much different to the previous analog types, instead of a folded dipole as the driven element they use a dipole into a miniature transformer with a very large reflector at the rear, the quantity, spacing and length of the directors are critical. Main television transmitters are horizontally polarised whereas relays are usually

vertically polarised, but not always depending on the terrain. Analog receiving aerials were cut specifically for one of several Groups A, B, C/D, E ascending in frequency. DVB-T aerials on the other hand were originally broadband as they had to cover several previous groups, whereas they have now reverted to groups. DVB-T aerials are a compromise which take into account beamwidth, gain and frequency.

Despite what Sky, BT and others will tell you Full Fibre Broadband is not as resilient as Digital Satellite TV which in turn is not as resilient as Digital Terrestrial TV.

Depending on the exact location of a dwelling within Y Bryn's sphere of influence Freeview's database shows useable coverage from the following transmitters:

Croeserw
Cwmafon
Huntshaw Cross
Kilvey Hill
Llangeinor
Maesteg
Mendip
Mynydd Emroch
South Maesteg
Stockland Hill
Wenvoe

South Maesteg transmitter is a Rebroadcast Relay from Maesteg Relay and relies on Log-Periodic Antennas for both receive and transmit. Log-Periodic Antennas are wideband in nature and do not have a large reflector.

Whilst the main transmitters broadcast 6 Multiplex Channels, most relays only transmit 3 Multiplex Channels with the exception of Kilvey Hill with 6. Even if 6 Multiplexes are notionally available it depends on the polar diagram of each transmitter for each multiplex as to whether reception is possible.

Measurements taken at the receiver are:

Signal Level in dBuV
Signal to Noise Ratio in dB's
SNR >32dB is GOOD
SNR >26dB is ACCEPTABLE
SNR 23-25dB is MARGINAL
SNR <23dB is a FAIL

The figures quoted are related to 64QAM Transmissions. The measurements will vary depending on the Antenna in use and the quality of the Cable. Antenna and Cable Data is readily available from the manufacturers.

The likelihood of pixelation, freezing or complete loss of picture is highly likely if a turbine lies directly on the bearing from a dwelling to the transmitter, or if slightly to one side but within the main lobe of the antenna. There should not be any adverse effects if the airfoils aren't rotating or are at right angles to the bearing.

In mitigation, should the occupiers of a dwelling experience such interference then the remedy is simply to replace the cable, antenna and mounting bracket. The antenna should be a High Gain DVB-T Antenna for the appropriate Channels and with an inbuilt filter to remove 4G and 5G transmissions. The signal should then be attenuated as appropriate to bring the SNR into the GOOD area. A high gain antenna will require a substantial mounting bracket. If the homeowner/occupants/landlord have not bothered to

upgrade the antenna from analog then they should pay an appropriate fee for the work.

There is every possibility that the interference to television reception described will at varying times affect ALL the residents of Bryn, Caerau, Nantyllyllon, Garth, along with parts of Cwmfelin and Maesteg town centre, a not insignificant number.

It is well known that DAB Radio in the UK suffers significantly from drop outs whilst mobile in a car, whereas FM is much more resilient. Locally there are DAB transmitters at St.Hilary and Kilvey Hill. Stereo FM Radio generally gives a HIFI listening experience whereas DAB uses compression techniques. The quality of radio receiving equipment has a direct bearing on the audio experience. While it remains possible that the very few that listen to FM Radio using HIFI equipment might experience fluttering, a multi-element VHF beam antenna should resolve the issue.

Kind regards
Wyn Britten-Jones IEng MIET

Sent from my iPad

A3.4.6 PAC RESPONSE FROM WSP ON BEHALF OF THE WELSH GOVERNMENT (JUNE 2023)

Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Installation of up to 18 wind turbines with maximum heights ranging between up to 206m, up to 230m, and up to 250m to blade tip, each with foundations, external transformer housings, crane hardstanding's and erection area; together with ancillary infrastructure and construction enabling works including substation, control building and compound; energy storage facility; two permanent wind monitoring locations; upgraded and new access tracks and highway junctions; underground cable runs; site signage; borrow pits; temporary construction and storage compounds and laydown areas."

We refer to your consultation of 1st June 2023 regarding the above pre-planning application. The Welsh Government as highway authority for the M4 motorway requires additional details to support this application as follows;

1. The General Arrangement of the intended junction improvements in accordance with the Design Manual for Roads and Bridges (DMRB)(in particular CD 109 and CD 123), on a suitably scaled drawing, with significant dimensions clearly identified (widths, corner radii, longitudinal gradients etc.). This will allow Welsh Government to review the junctions compliance with the design standards, with any departures from the DMRB clearly identified at this stage. Please note due to the topography of the surrounding land, we require the full footprint of the works, including any embankments or retaining structures etc. as required.
2. Signage strategy – this is outstanding and information should take account of the potential for sign clutter, as well as reduced effectiveness of the existing signs in proximity to Junction 38, particularly the ADS sign.
3. The enforcement strategy – this is required to confirm how the junction will be controlled for use by windfarm component transportation only.
4. A Road Safety Audit Stage 1, in accordance with the Design Manual for Roads and Bridges GG 119. A stage 1 RSA will be critical for determining the feasibility and giving opportunity to close out any significant issues feeding into detailed design. The applicant shall agree the required measures with the Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate) prior to the commencement of works on site.

Regards

Rhodri

Rhodri Thomas BSc. (Hons) GMICE

Senior Engineer

I am now on secondment, and will have intermittent access to emails.

From: Trevor Hunter <[REDACTED]>
Sent: Monday, July 3, 2023 11:40 AM
To: Thomas, Rhodri <[REDACTED]>; [REDACTED]; Jones, Richard (EST - Transport) <[REDACTED]>; Niall.McBride <[REDACTED]>; Day, Gareth (ESNR-Transport-Network Management) <[REDACTED]>
Cc: Gordon Buchan <[REDACTED]>; Lucy Freeman <[REDACTED]>
Subject: RE: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Hi Rhodri,

Many thanks for this response.

Just in quick response to your first bullet – in case you haven’t seen it, the DMRB junction design for M4 access is page 56 of the attached Appendix 11.2.

Regarding the other points, am I right that these are covered anyway by the draft planning conditions which we’ve circulating back and forth? So agreement is these would be provided post-consent?

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

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From: Thomas, Rhodri <[REDACTED]>
Sent: 03 August 2023 13:18
To: Trevor Hunter <[REDACTED]>
Cc: [REDACTED]; Jones, Richard (EST - Transport) <[REDACTED]>; [REDACTED]
Subject: FW: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Morning Trevor,

Thank you for your patience awaiting our response.

On review of the current plan, from an initial review, it has been noted we will require further detail as follows;

- The selection of diverge type needs to be based on diverge and mainline flows – please provide this information to justify the Layout A option 2 diverge provided
- Confirmation why the Layout A option 2 has been chosen and not option 1
- Lane widths appear above requirements – assumed this is to accommodate ALL swept paths, in particular the over sail of the components, but no swept paths have been provided, please supply or confirm reasoning, if our assumption is incorrect.
- Need confirmation of SSD along the diverge, please supply all visibility splays as required, in accordance with the Design Manual for Roads and Bridges (DMRB) CD 122
- Details of the nose ratio, confirming it conforms to standards
- Confirmation whether near straights are provided
- Assuming the cross section is a DG1A – this would require a hard shoulder, however, the proposals don’t appear to provide, please offer comment
- VRS details
- Junction spacing / weaving length details
- Signing strategy and proposed location of ADS
- Topography of the mountain side is steep, please see attached screen shots from google maps street view. Therefore the earthworks as shown on drawings are either incorrect or the slip road is extremely steep (which would not be acceptable) or you intend retaining structures. Please provide embankment / retaining structure details and update drawing to show the true footprint of the works accordingly. Please note you will also require environmental clearances as part of any planning granted.

It should be noted at this stage we (WG Development Control) have made contact with WG Major Projects due to the nature of the works, who may wish to make further comments.

With regards to the signage strategy, enforcement strategy and RSA 1, we will require this information prior to any consent to ensure a compliant design can be delivered.

Regards

Rhodri

Rhodri Thomas BSc. (Hons) GMICE
Senior Engineer

I am now on secondment, and will have intermittent access to emails.



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From: Trevor Hunter <[REDACTED]>
Sent: Monday, September 11, 2023 1:35 PM
To: Thomas, Rhodri <[REDACTED]>
Cc: [REDACTED]; Jones, Richard (EST - Transport) <[REDACTED]>;
[REDACTED]; Gordon Buchan <[REDACTED]>; Scott McGarva
<[REDACTED]>; Lucy Freeman <[REDACTED]>
Subject: RE: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Dear Rhodri

Thank you for your email relating to the M4 access junction.

The proposed access junction would be temporary in nature as previously discussed and would not be open to any other traffic than Police escort Abnormal Indivisible Loads (AIL). When not in use, the junction would be coned off and would only be opened immediately prior to an AIL convoy approaching. Once the convoy has entered the junction, the area would be coned off again, emphasising the temporary and restricted nature of the junction.

The detailed design of the junction can be provided following a successful planning determination and we would propose to prepare a detailed set of design drawings that will answer the queries you have raised, along with a Stage 1/2 Road Safety Audit, in accordance with GG119. At present we would hope that acceptance of the in principal status of the proposal could be used to advise PEDW, with suitable planning conditions agreed to cover the detailed design requirements.

The latest proposed planning conditions (attached) should be sufficient for this purpose, although we would be open to any alterations should you wish to bolster these further.

Best regards,

Trevor Hunter
Project Manager
Coriolis Energy

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

1

From: Thomas, Rhodri <[REDACTED]>
Sent: 25 September 2023 10:33
To: Trevor Hunter <[REDACTED]>
Cc: [REDACTED]; Jones, Richard (EST - Transport) <[REDACTED]>;
[REDACTED]; Gordon Buchan <[REDACTED]>; Scott McGarva
<[REDACTED]>; Lucy Freeman <[REDACTED]>
Subject: FW: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Morning Trevor,

Thank you for your email,

We appreciated your point raised regarding the control on the junction during the construction phase and detailed design being supplied following planning determination, however, we do at this stage need to ensure a junction at this location can be delivered, to appropriate standards.

I can agree some of the detail can be fleshed out after planning, items which relate to the general arrangement such as lane widths or diverge types, for example. Items which may determine whether a new junction is plausible, however, will need to be resolved at this stage, prior to any determinations.

On review of our previous list of comments, we will require the following detail (as a minimum), to ensure a compliant design can be implemented;

- How the access will be stopped up during the operational phase of the project (**VRS details / enforcement strategy**)
- Junction spacing / weaving length details (**as distances from other junctions may contravene current design standards**)
- Signing strategy and proposed location of ADS (**similar to directly above, may not have room to get it all in, or could lead to confusion with drivers as signage may overlap**)
- RSA stage 1(**due to the complex nature of the scheme, any auditor comments can be implemented into the detail design at an early stage**)

All associated departures from standards should be identified, which in combination with the above will give a full picture of the works and allow WG to deliberate on the proposals.

Regards

Rhodri

Rhodri Thomas BSc. (Hons) GMICE
Senior Engineer

I am now on secondment, and will have intermittent access to emails.



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From: Trevor Hunter <[REDACTED]>
Sent: Thursday, October 19, 2023 8:02 AM
To: Thomas, Rhodri <[REDACTED]>
Cc: [REDACTED]; Jones, Richard (EST - Transport) <[REDACTED]>;
[REDACTED]; Gordon Buchan <[REDACTED]>; Scott McGarva
<[REDACTED]>; Lucy Freeman <[REDACTED]>
Subject: RE: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Hi Rhodri,

Many thanks for your email, and apologies for slow response.

I think some of the queries may have arisen on the belief that we are proposing a new junction on the motorway, when we are only proposing a works access to be only used by police escorted Abnormal Indivisible loads (AIL), rather than a full new junction.

The access would not be open to use for any other road users and as such would be coned off when deliveries are not in use during construction. The road signage and coning at the access would be compliant with Chapter 8 of the Traffic Signs Manual and in effect would be similar to a works access used by SWTRA when undertaking verge works. Once AIL deliveries have ceased, the access would be closed off and as a temporary and controlled feature we do not believe that junction spacing, weave lengths or a specific signage strategy is relevant in this instance.

AIL deliveries will be only made under Police escort in Lane 1 and as such, issues relating to weaving lengths would not apply. When approaching the access, the traffic management contractor would ensure that the entrance to the coned off section was open and then closed behind the AIL convoy. Once deliveries are complete, the measures to ensure the closure of the access would be put in place to erase it. These measures are likely to include VRS, the final decision being made in agreement with yourselves.

The access will not extend the limits of highway adoption and as such the existing boundary fence will be reinstated.

I have attached a Geotechnical Assessment we've commissioned on the design for the access from the motorway to the existing wind farm tracks up the hill. This has been designed in accordance with the turbine supplier standards and the alignment has been subjected to a thorough geotechnical review, with no significant issues raised.

I note in your document *"Pulling Together: Best Practice for Transporting Abnormal Loads in Wales"* suggests that an RSA would be a matter for planning condition (Para 5.2.6). I would be grateful if this could be applied to this application as has been proposed for other wind farm applications.

More than happy to arrange a call to talk through anything else.

Best regards,

Trevor Hunter
Project Manager
Coriolis Energy

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From: Thomas, Rhodri
Sent: Thursday, October 19, 2023 2:48 PM
To: Trevor Hunter

Subject: RE: FW: Pre Planning - Y Bryn onshore wind farm, northeast of Port Talbot

Afternoon Trevor,

On behalf of Welsh Government,

Please note I am currently in the process of responding to PEDW on this app. I will take into consideration your email below and the one received 11:28 in that response to them, however, anything further I suggest it would be advisable to come through the official planning channels (PEDW), so that nothing gets convoluted / missed.

Regards

Rhodri



A3.4.7 BCBC PAC RESPONSE (JULY 2023)

Town and Country Planning Act 1990 (as amended) ('the 1990 Act')
The Developments of National Significance (Wales) Regulations 2016 (as amended)
('the DNS Regulations')
The Developments of National Significance (Procedure) (Wales) Order 2016 (as amended) ('the DNS Procedure Order')

Initial Pre - consultation response from Bridgend Local Planning Authority

The Proposal

The scheme has evolved over recent years following a level of negotiation, discussions, public consultation exercises, scoping opinion/direction (2021) and the undertaking of a PPA (Planning Performance Agreement) into its current form of 18 wind turbines and associated support infrastructure at land at Bryn and Penhydd Forest, located between Port Talbot and Maesteg. The scheme, known as Y Bryn Wind Farm, is a Development of National Significance (DNS), expected to generate up to 129.6 megawatts (MW) comprising 18 turbines measuring between 206m to 250m (to blade tip) each with an installed capacity of 6.6MW.

Bridgend Local Planning Authority will eventually, when requested by Planning and Environmental Decisions Wales (PEDW), provide a more formal Local Impact Report on the proposal. This response, and without prejudice to the production of any future Local Impact Report, is provided as an initial response to the PAC process on behalf of Bridgend Local Planning Authority.

Policy Setting

Future Wales 2040/National Plan published in February 2021 sets out the overarching national planning policy for such large scale wind farm developments. Policy 17 states that in pre-assessed areas the Welsh Government has already modelled the likely impact on the landscape and found them to be capable of accommodating development in an acceptable way and there is a presumption in favour of large-scale development, subject to Policy 18.

Policy 18 states that a DNS will be permitted outside pre-assessed areas for wind development providing the proposal:

- Does not have an unacceptable adverse impact on the surrounding landscape (particularly on the setting of National Parks and Areas of Outstanding Natural Beauty); and
- The proposal is designed to minimise its visual impact on nearby communities and individual dwellings and a cumulative impact of the proposal with other existing or proposed development is acceptable.

This replaced TAN 8 as the national spatial strategy for wind farm development within the context of PPW 10, now PPW 11. This policy defines strategically pre-assessed areas. The northern cluster of 5 turbines in the proposed development lies within Pre-Assessed Area 9 for wind energy and the southern cluster of 13 turbines lies outside.

The National Plan sets out on page 97 that irrespective of location or scale, the design and micro-siting of proposals must seek to minimise the landscape and visual impact, particularly those in close proximity to homes and tourism receptors. Both within and outside Pre-Assessed Areas, communities should be protected from significant cumulative impacts to avoid unacceptable situations whereby, for example, smaller settlements could be potentially surrounded by large wind farm schemes.

The site straddles the border between Neath Port Talbot and Bridgend with one turbine (T11) in Bridgend (outside the pre assessed area of Future Wales 2024).

The Bridgend Local Development Plan, 2013 is the adopted development plan for the Borough of Bridgend and relevant to this proposal as highlighted within Chapter 2 of the submitted ES. The ES highlights however that the Bridgend LDP has not been updated since the adoption of Future Wales (emerging LDP currently at examination) and does not reflect the extant national policy situation, including reference to Pre-Assessed Areas. Regard however must be given to the adopted LDP particularly policies PLA4 Climate Change and Peak Oil, SP8 Renewable Energy, ENV18 Renewable Energy Developments, Policy ENV1 Development in the Countryside, Policy SP5(5) Historic Landscapes, Parks, and Gardens, and Policy SP2 Design and Sustainable Place Making, that whilst generally advocating development proposals that meet national renewable energy and efficiency targets, highlights schemes must demonstrate there will be no significant adverse impacts on the environment, local visual and residential amenities and local communities.

SPG 20: Renewables in the Landscape' which considers the impact of different scales of wind and solar developments in the landscape of the County Borough is also of relevance in this case.

Landscape and Visual Impact

The focus of this response aims to consider and highlight the main issues with the scheme in particular reference to Chapter 8 of the Environmental Statement in regard to visual and landscape impacts with it being acknowledged that other specialist consultees would have been requested to initially comment on the pre-application request with regard to their particular areas of specialist advice i.e Natural Resources Wales and Cadw for example.

One of the identified key impacts, if not the key effect of the scheme is the likely impact on local landscape character and visual impact and the visibility impact at shorter and longer distances with the scheme.

As you are aware a consultant working on behalf of both NPTCBC and Bridgend CBC has been involved and previously commented on the scheme at the scoping stage and has now commented on and reviewed the Environmental Statement. These comments and thoughts on the ES are generally highlighted below, and it is also understand the full review has now been forwarded to yourself by NPTCBC.

This is a major development in terms of scale, with the proposed 206m to 250m height of the turbines being far greater than anything consented or operational in Wales. This results in concerns that the scale of the turbines proposed has the potential to be out of scale with the land form on which they sit; also being exacerbated by the proximity of densely populated valleys, the coast and other sensitive receptors.

The initial scoping report review undertaken for this development highlighted several key landscape and visual impact assessment issues. The SLVIA (Seascape, Landscape & Visual Impact Assessment) now presented contains a large volume of data that has been collected and it is considered generally sufficient. However, there are some points of omission, notably the impacts of such a large scale proposal on:

- Groups of visual receptors
- Individual receptors such as dwellings and long distances walking routes
- How the landscape is currently experienced.

It is therefore considered there is insufficient evaluation information provided in the SLVIA, in an appropriate form, for the effects of the proposed scheme to be fully understood and assessed in relation to the overarching policy. There is a large volume of information provided but there is no narrative describing how receptors experience the landscape and how the proposed change would alter perception.

For example, only 17 of the 120 dwellings likely to experience significant changes in view have been physically visited. This is an omission, all of these receptors should have been visited individually. The routes of the long distance paths have also not been sufficiently analysed in terms of how the proposed development would change the experience of a path user.

The original scoping consultation report suggested a study area out to 45km. And an inner study area of 15km, supported by mapping information at a more detailed scale, is necessary. It is noted that in the figures file there is insufficient detail provided on the 15km study area figures. Additional figures are required for the 15km study area. For example, Figure 8.39: LANDMAP Aspect Areas Identified with Potential for Significant Effects: Visual and Sensory Evaluation, is only included at 45km and it is very hard to read the detail within the 15km area when viewed at A3.

The amount of forestry needing to be felled is recorded in the ES. The total felling required for constructing the proposed development is set out as being 119.24ha. However, being told that it is equivalent to only 4.7% of the study area does not describe the effect sufficiently, and analysis in relation to a long-distance walker experience and the resultant patterns as observed from public rights of way including long distance named paths, for example is essential for the full evaluation of effects to be at a standard required for an ES for such a large-scale development.

There is no mention in the landscape and visual impact assessment of the changing patterns that the forestry felling would create, there is only raw data presentation of the area of forestry to be removed. The experience of the landscape through the loss of this forestry in terms of the patterns created is a direct effect as well as an effect on character and needs to be fully evaluated.

The summing up of effects in terms of how the landscape is experienced is absent.

The development is split over two clusters, the larger of which is to the south and outside of the Pre-Assessed Area on land rising to 342 m AOD. In this regard, starting from such a large-scale proposed turbine development, the reduction in height from 250m with some of the turbines to 206m is not considered as minimising affects in this particular landscape.

The consideration of turbines only at a range of over 200m height may not be realistic and there is no consideration of alternatives that covers considerably lower turbines. It is considered this exploration needs to form part of the environmental assessment. Section 4.5 of Chapter 4: Site Selection and Design Evolution talks about the evolution of turbine sizes based on technology but makes no assessment of scale of turbine in relation to landscape scale and form.

Therefore, the consideration of alternatives is flawed, and more information in relation to the exploration of other forms of turbine configurations numbers and heights is missing from the report alongside analysis that goes with that. Therefore, the report does not read as being landscape led but led by technology. The output from each of the 18 turbines is assessed as being 6.6 megawatts. However, shorter turbines, whilst having less output, could be more readily accommodated in this landscape and a higher number of much smaller turbines may be more easily accommodated in this landscape and visual terms. This is an omission that potentially needs to be expanded upon in the full submission.

The proposed development is larger proportionately than the scale of the landscape, and one **turbine T6** in the north-east of the southern cluster, particularly adds to the magnitude of effects on residential receptors and should be considered for removal from the proposals. The reason behind this is that:

- This is one of the turbines that is likely to be most visible from the views afforded by the large population in Maesteg and closest to the north-eastern plateau edge. There is a front row of five turbines with T6 in front of these when viewed from Maesteg, and the view would be more harmonious without this turbine.
- This turbine sits on higher ground than T7 and T8 and the flow of turbines across landform would be smoother in the absence of this turbine.

The scale and form of the proposals are such that local residents and communities are likely to undergo significant visual effects with dominant or prominent turbines, and in some cases, residents may suffer unacceptable effect on residential visual amenity. There are some concerns raised about the quality of data and impact of the turbines on the settlements within Bridgend notably Caerau, Llangynwyd and Maesteg towards the east of the site, particularly in relation to the experience of being in and around and living in these settlements including cumulative effects and the effects of two clusters on these areas with the impacts not clearly articulated in the SLVIA (although it is noted Chapter 8 of the ES specifically highlights and concludes there will be significant individual effects and cumulative effects on numerous Landscape Character Areas including Llangynwyd Rolling Uplands and Forestry (42), and Maesteg(57)).

There is a considerable amount of wind farm development in the landscape around the site, and particularly within 15km. The cumulative effects in combination with existing and consented windfarms, especially those nearby, including Foel Trawsant, Llynfi Afan, Mynydd Brombiol and Penny Cymoedd, has been included in the ES. The assessment methodology and conclusions drawn out of this assessment have also been reviewed.

With regard to cumulative impact assessment, the developments that are most important to be fully considered are those with existing or consented turbines at closer distances and juxtapositions, where there is a large sweep of turbines visible, and where receptors, especially residential, have developments on two or more sides. The additional viewpoints

recommended by the original scoping report (2021) were selected to better reflect the potential for cumulative impacts and have been included in the ES.

The format however of the reporting of the cumulative assessment and quality of data analysis does not enable a reader to fully understand how the addition of the proposed development would alter the perception of the landscape or views from visual receptors sufficiently well. There is an over reliance on the analysis of individual viewpoints and of the assessor drawing conclusions on the basis of 37 individual points in the landscape rather than looking at groups of receptors and routes more thoroughly. There is generally a limited assessment of impacts on users of outdoor recreation space.

In summary, it is considered that there are a few parts of the ES that require attention on terms of outputs, notably:

- The construction stage effects appear to be underplayed, with it being anticipated significant effects from a development of this form and scale and extent. The detail of the 15 km study area needs to be more carefully considered in the SLVIA, in particular figures need to be included but cover this study area in addition to the figures included for the 45km study area.
- There is a large volume of information provided but there is no narrative describing how receptors experience the landscape and how the proposed change would alter perception.
- A more thorough assessment needs to be undertaken of the changing experience for a walker using the long distance paths in both directions around the site, including cumulative changes, with descriptions of how the view would change along the routes, including cumulative changes.
- All of the 120 residential receptors likely to be afforded significant effects should be visited to make the assessment more robust.
- Whilst the turbine numbers have been reduced, consideration should be given to the removal of turbine 6 from the scheme and an alternative smaller turbine being used throughout the scheme.

Ongoing Noise Discussion (chapter 12 of the ES).

It is understood meetings remain ongoing with the noise consultants on the scheme (both those acting on the developers behalf and the Local Planning Authorities) and whilst it is generally considered that appropriate cumulative noise limits can potentially be met, a more robust and ideally simplified analysis of the cumulative impacts needs to be done so that the cumulative levels, cumulative limits and the resulting levels from the proposed application wind farm alone are clearly set out.

Cultural Heritage, Biodiversity, Health and Public Safety, Hydrology and socio-economic impact

The ES concludes and highlights that there will be varying impacts and effects on the above considerations that will need to be further considered by specialist consultees accordingly – although it is noted there is a level of positive local socio-economic impact as a result of such a scheme.

Highways.

It is noted the proposed construction/abnormal route access is now through the Borough of Neath and Port Talbot. And whilst there is likely to be significant impacts in respect of the access route this is more a matter that is likely to be raised within the observations of Neath Port Talbot County Borough Council Local Planning Authority.

Bridgend County Borough Councils Highway Authority have initially however, provided the following observations:

It is noted that the intention is now to not route the abnormal loads through Maesteg. Instead, the proposal is to construct a bespoke access from junction 40 of the M4.

However, the volume of 'normal' construction traffic projected to use the site – over a 24 month period – is significant. This traffic will likely increase the rate of deterioration along the A4063 / B4282 and result in the need for more urgent intervention works to repair localised defects and bring forward the need to undertake larger resurfacing works. As such, a request should be made asking for a detailed route survey (pre-construction), a monitoring regime, routine maintenance regime and commuted sum, as part of an extraordinary traffic agreement. Particular concerns are raised over the raised crossing points on A4063 Commercial Street and the general condition of the street. The assessment of the A4063 and B4282, contained in the 'Traffic and Transport assessment' appears very simplistic.

Conclusion

The proposal has the potential to have significant visual and landscape impacts on the County Borough of Bridgend, and an initial response to the ES in particular reference to this regard has been provided through consultation with our appointed, specialist consultant, that hopefully will be duly considered.

I trust the above observations and comments are of assistance at this stage.

Kind Regards,



Lee Evans

Senior Planning Officer

Bridgend CBC

A3.4.8 CADW PAC RESPONSE (JULY 2023)



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Dear Trevor

Pre-Planning Application - Y Bryn Windfarm

Thank you for your letter of 1 June inviting our comments on the pre-application consultation for the proposed development described above.

Advice

The following comments are based on information made available to us as part of the pre-application consultation and we will review our comments when we are consulted on the final planning application. Our assessment of the pre-application is given below.

Cadw have identified concerns in relation to the proposed development and have proposed mitigation below.

The national policy and Cadw's role in the planning process is set out in Annex A.

A list of potentially affected historic assets are listed in Annex B.

Assessment

The application will be accompanied by an environmental statement prepared by Natural Power, with Chapter 9 Cultural Heritage being produced by Headland Archaeology based on information provided in a desk-based assessment and an ASODOHL assessment presented as appendices to the environmental statement.

Chapter 9 has considered the impact of the proposed development on the above designated and has concluded that there will be no more than a minor adverse effect on these designated historic assets and their settings. We concur with this conclusion. However, it has concluded that the proposed development will have a moderate effect on the whole of the registered Mynydd Margam landscape of special historic interest. When the ASODOHL assessment is consulted, it can be seen that the proposed development will have a Severe impact on Historic Landscape



Character Area (HCLA) 005 Llangynwyd and a Fairly Severe impact on HCLA 004 Mynydd Brombil. These results constitute a significant adverse effect.

Whilst the overall impact on the registered historic landscape may be moderate, this conclusion includes HCLA areas where there is no effect, which considerably lowers the overall effect. As such, it is our opinion that the current application will have a significant adverse effect on the registered historic landscape and that without mitigation measures being included in the proposed development proposals Cadw will be minded to object to the application when it is submitted.

In our opinion suitable mitigation measures could include a conservation management plan being devised for the historic elements that form HCLA004 and HCLA005 and interpretation measures to explain how the registered landscape has formed and the individual elements in it.

Finally, there may also be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by the Glamorgan-Gwent Archaeological Trust www.ggat.org.uk

Yours sincerely,

Jenna Arnold
Casework Team Leader





Annex A

Our role

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.

National Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and related guidance.

PPW [planning-policy-wales-edition-11.pdf](#) explains that it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in a direct adverse impact on a scheduled monument (or an archaeological site shown to be of national importance)

[Technical Advice Note 24: The Historic Environment](#) elaborates by explaining that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.

Historic Parks and Gardens

PPW also explains that local authorities should value, protect, conserve and enhance the special interests of parks and gardens and their settings included on the register



of historic parks and gardens in Wales and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the determination of a planning application.





Annex B

Within the application area:

Scheduled Monuments

GM059 Y Bwlwarcu
GM159 Ergyd Uchaf Round Barrow
GM160 Ergyd Isaf Round Barrows
GM244 Nant Herbert Camp
GM245 Cefn yr Argoed Camp
GM547 Cae'r Mynydd Ventilation Furnace and Mine
GM557 Twmpath Diwlith Round Barrow

Registered Historic Landscape:

HLW (WGI/MGI) 2 Margam Mountain

On the boundary of the application area:

Scheduled Monuments

GM058 Roman Camp
GM443 Site of Bodvoc Stone

Registered Parks and Gardens:

PGW(Gm)52(NEP) Margam Park

Within a 5km developer ZTV to blade tip:

Scheduled Monuments

GM005 Margam Abbey
GM011 Margam Inscribed & Sculptured Stones
GM036 Pyle Incised Stone
GM042 Kenfig Castle & Medieval Town
GM054 Buarth y Gaer, Mynydd y Gaer
GM055 Mynydd y Gaer (Lower) Camp
GM056 Danish Camp
GM057 Camp N of Tonmawr
GM058 Roman Camp
GM059 Y Bwlwarcu
GM085 Llangynwyd Castle
GM086 British Fortified Residence
GM090 Camp 530m E of Tonmawr
GM092 Mynydd Ty Talwyn Ancient Farms
GM093 Mynydd Ty Talwyn Ancient Farms
GM098 Pen-y-Castell
GM159 Ergyd Uchaf Round Barrow
GM160 Ergyd Isaf Round Barrows



GM162 Mynydd y Castell Camp
GM163 Hen Eglwys Chapel and Defended Enclosure
GM179 Ty'n-y-Cellar Standing Stone
GM232 Mynydd Caerau Round Cairns
GM240 Pen-y-Castell Camp
GM244 Nant Herbert Camp
GM245 Cefn yr Argoed Camp
GM258 Blaen-Cwmbach Camp
GM263 Craig Ty-Isaf Camp
GM264 Cefn Morfydd Dyke & Earthwork
GM276 Pen-Rhiw-Angharad Round Cairns
GM277 Blaen-Cwmbach Earthwork
GM279 Foel Fynyddau Round Cairn
GM289 Cwm-Clais Castle Mound
GM345 Sculptured Cross Llanmihangel Farm
GM393 Pont Fawr Aqueduct / Viaduct
GM417 Cefn Cribwr Ironworks
GM418 Maesteg blast furnaces
GM443 Site of Bodvoc Stone
GM447 Glyncorwg Mineral Railway (Parsons Folly) Section on Cefn Morfudd
GM449 Leat & Dam at Llanmihangel Mill
GM477 Half Moon Camp
GM488 Chain Home Low Radar Station, Margam
GM489 Ynysmaerdy Railway Incline
GM493 Bryndu Coke Ovens
GM545 Margam Medieval Bath House
GM547 Cae'r Mynydd Ventilation Furnace and Mine
GM551 Deserted Rural Settlement North of Foel Fynyddau
GM552 Garth Hill Platform House
GM557 Twmpath Diwlith Round Barrow
GM566 Cwmafan copper works flue
GM581 Cefn Mawr cairn

Registered Parks and Gardens:

PGW(Gm)45(NEP) Talbot Memorial Park, Port Talbot
PGW(Gm)52(NEP) Margam Park

Registered Historic Landscape:

HLW (MGI) 1Merthyr Mawr, Kenfig & Margam Burrows

Listed Buildings:

11227 Church of St James, Pyle with Kenfig	I
11243 Church of St Cynwyd	II*
11247 Marlas House	II
11248 Church of St Mary Magdalen, Pyle with Kenfig.	II*
11256 Llwydarth farmhouse	II*
11257 Maesteg Sports Centre, The Cornstores	II*
11331 Iron bridge over River Llynfi	II*
11352 The Old House Inn PH	II





11353	Telephone call box in front of the Old House PH	II
11356	Siloh Independent Chapel	II
11367	Tabor Eglwys Presbyteriadd Cymru	II
11373	Pentre Farmhouse, with attached farm range.	II
11375	Gilfach-ganol farmhouse	II
11768	Ivy Tower	II
11857	Scotch Fald	II
14148	St Mary's Abbey Church	I
	Ruins of Chapter House and Vestibule of St Mary's	
14149	Abbey	I
14150	Ruined Undercroft at St Mary's Abbey	I
14151	Almshouses	II
14152	Margam Orangery	I
	Ivy Cottage including Facade of Former Banqueting	
14153	House	I
14155	Hen Eglwys	II*
14157	Barn at Eglwys Nunydd	II
14158	Old Park	II*
	Churchyard Walls and Gate Piers to St Mary's Abbey	
14161	Church	II
14162	Kitchen Garden Walls including Vinery Glasshouse	II
14163	Terrace Walls and Screen at Margam Castle	II*
14164	Middle Lodge	II
14165	Cwm Cottage	II
14166	Margam Cottage	II
14168	Piers and Gates at East Lodge and Flanking Walls	II
14169	Gateway and Quadrant Walls Leading to Twyn yr Hydd	II
14170	Margam Castle	I
14172	Beulah Calvinistic Methodist Chapel	II*
14174	Ebenezer Chapel	II*
14175	Gelli Farm	II
18492	Blast Furnace at Maesteg Sports Centre	II
18493	Bethania Capel y Bedyddwyr Neillduol	II*
18494	Neuadd y Dref (Town Hall)	II
18495	Salem Welsh Baptist Chapel	II*
18496	Capel Saron	II
18497	Cenotaph	II
18498	North Company Offices	II
18499	Maesteg Council Offices, with flanking walls and piers.	II*
	Church of St Michael and All Angels, Llangynwyd with	
18500	Maesteg, including enclosing graveyard wall.	II
18501	Zoar Chapel	II
	Church of St David, and surrounding churchyard railed	
18502	wall.	II
18503	Colonel North Memorial Hall	II
18504	Post Office	II
18505	William Hopkin Thomas memorial Lamp and fountain.	II
18506	The Star Public House	II
18507	Nantyllyllon Workmen's Institute	II



18637	Ty Isaf	II
18955	Cefn Cribwr ironworks, the furnace and charging house	II*
18956	Bedford House	II
18957	Cast house at Cefn Cribwr Ironworks	II*
18958	Blast Engine house at Cefn Cribwr Ironworks	II
18959	Calcining kilns at Cefn Cribwr ironworks	II
19172	Group of 4 chest tomb in churchyard of St James, Pyle	II
19173	Churchyard Cross in St James' churchyard, Pyle	II
19174	Morgan monument in St James' churchyard, Pyle	II
	Chest tomb in the graveyard of the Church of St Mary	
19175	Magdalen, Pyle with Kenfig.	II
19176	Kenfig Hill War Memorial	II
19177	The Talbot Institute	II
19180	Mile marker on A48, Pyle to Margam Road	II
	Two chest tombs set against the E churchyard wall,	
19182	Church of St James.	II
19183	Two chest tombs in the churchyard, St James Church	II
	Rees Williams monument in the churchyard, St James	
19184	church.	II
20429	The Hopcyn Cross	II
20430	Two chest tombs on S side of the Church of St Cynwyd	II
	Group of five tombs S of the tower of the Church of St	
20431	Cynwyd	II
20432	Bee boles and stile in garden wall at Gilfach-uchaf farm	II
	Group of 4 Hopkin and Jenkins tombs within iron	
20434	railings on the W side of the path to the S porch	II
	Group of nine memorials on the W side of the path to	
20435	the S porch, Church of St Cynwyd	II
	Jenkins Monument in the churchyard, Church of St	
20436	Cynwyd	II
	Churchyard walls around the graveyard, Church of St	
20437	Cynwyd	II
22136	Plaza Cinema	II
22166	Jerusalem Baptist Chapel	II
22167	Kiln block at former Bryn Brickworks	II
22802	Church of St Mary	II
22803	Church of St Joseph	II
	Milestone at the junction of Old Road and Thorney	
22812	Road	II
22852	Plate-Girder Bridge	II
22853	War Memorial	II
22889	Jerusalem Chapel	II
23018	Church of St Michael	II
23019	Tabernacle Chapel	II
23020	Penuel Chapel	II
23023	Cwm Clais Mill	II
23024	Pontrhydyfen Viaduct	II
23152	Harbour Court	II
23153	Plate-Girder Bridge	II

