

Steve Harding

From: [REDACTED] >
Sent: 01 June 2026 14:23
To: Steve Harding
Cc: [REDACTED]
Subject: RE: P2022/0517 - Foel Trawsnant Wind Farm: Discharge of Planning Conditions (Condition 6 - AIL movements)

Dear Steve,

Many thanks for your email and providing a full narrative on the reasons to amend the condition.

We have considered the response and are of the opinion that we could not support a relaxation of the condition to the extent you have suggested.

During the planning application we constantly objected and remain of the opinion that the route proposed is not suitable and cannot be used as the route for the AIL. Therefore to wait until just before the actual movement would leave us as the Highway Authority exposed and expected to come up with a solution to enable the movements, possibly with any new routes or infrastructure removal being detrimental to BCBC's highway network.

The condition is required to understand if the route can be used at all, not to see what infrastructure needs removing. As we were not the deciding authority, we could not refuse the planning application therefore the only control we had was to apply a pre commencement condition. We also have significant concerns with the layby proposed for the transfer of the blades which is also within BCBC.

As a result, we would not support a relaxation of the condition.

I would suggest that a conversation with NPTCBC is required to understand what works are required to consider the consent substantially started to meet the November deadline and make the consent live, for example creating the access to the haul road etc, which we could then amend the condition to allow those very minor works to implement the consent, and then require the test run.

Best regards

[REDACTED]

[REDACTED]
Arweinydd Tîm, Datblygu Priffyrdd a Thrafnidiaeth Strategol | Team Leader Highways Development & Strategic Transport Ffôn/Phone: [REDACTED]
Y Gyfarwyddiaeth Cymunedau | Communities Directorate

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From: Steve Harding <steveharding@axis.co.uk>
Sent: 01 June 2026 09:25

To: [REDACTED]

Cc: [REDACTED]

Subject: P2022/0517 - Foel Trawsnant Wind Farm: Discharge of Planning Conditions (Condition 6 - AIL movements)

Rhybudd: E-bost allanol yw hwn - sy wedi dod o sefydliad/unigolyn y tu allan i'r Cyngor. Byddwch yn wylidwrs wrth glicio ar ddolenni neu agor atodiadau.

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Dear [REDACTED]

By way of introduction, I am advising Alerion UK Ltd in relation to the discharge of planning conditions for the Foel Trawsnant Wind Farm, granted under planning permission ref. P2022/0517.

We are currently progressing a number of pre-commencement conditions with Neath Port Talbot County Borough Council (NPTCBC). As part of those discussions, NPTCBC officers have asked that we make contact with Bridgend County Borough Council (CBC) Highways in relation to transport matters, and specifically Condition 6, which relates to the Abnormal Indivisible Load Test Run.

We are aware that Bridgend CBC previously raised concerns during the application stage regarding AIL movements, including the potential impact on the A4063/B4282 route, the free flow of traffic, highway safety, and the then-evolving highway arrangements at Tondy. Those issues are directly relevant to the way in which Condition 6 is now approached.

Issues currently affecting condition discharge

Our current view is that the purpose of Condition 6 remains appropriate, namely to ensure that the AIL route is tested and demonstrated to be suitable before turbine components are delivered to site. However, we consider that the present trigger, which requires the AIL test run to be completed before any development commences, is not the most practical or robust way of securing that outcome.

This is particularly important given that the planning permission must be implemented before 25 November 2026. The current trigger has the potential to prevent the commencement of conventional enabling or construction activities which are unrelated to AIL deliveries, even though the AIL test run itself would be most meaningful when undertaken closer to the actual turbine delivery phase. In practical terms, a test run undertaken too early may not reflect the highway arrangement that will exist when the turbine components are moved, particularly in light of the previously identified issues associated with the Tondy junction and the potential for third-party highway works or route changes to affect the final delivery route.

Similarly, certain temporary works, street furniture adjustments or other enabling works may need to be progressed before the route is in the appropriate condition to be meaningfully tested. For that reason, we consider that undertaking the AIL test run immediately prior to the first AIL movement would provide a more realistic and robust assessment of the route than requiring it before any development can commence.

Proposed Condition Discharge Strategy

Our proposed strategy is therefore not to alter the substantive requirement for an AIL test run, or the information to be provided through the AIL Test Run Report. Rather, we are considering an amendment to the timing trigger, so that the condition is discharged before the first AIL movement/turbine delivery to site, rather than before any development at all can commence.

This would retain the full highway safety safeguard intended by the condition, while allowing the planning permission to be implemented in a practical and proportionate way before the November 2026 deadline. NPTCBC has stated that any amendment to Condition 6 would require agreement with Bridgend CBC. Therefore, we would welcome the opportunity to have an introductory call with you to discuss this approach, understand Bridgend CBC Highways' expectations, and ensure that any proposed amendment continues to address the concerns previously raised by the Council. This would be without prejudice, as NPTCBC would be consulting with Bridgend CBC on any amendment to / discharge of Condition 6

Please let me know whether you would be available for a short Teams / phone call to discuss this further.

Many thanks

Steve

Steve Harding
Associate Director



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