

EIA Scoping Direction

DNS CAS-04707-X8P9X1

Mynydd Tryfan Wind Farm

05/06/2026

Prepared by:

Anthony Agbo Msc
Marloes Holtkamp MSc

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This Scoping Direction is provided on the basis of the information submitted to Planning and Environment Decisions Wales on 02 January 2026, in addition to consultation responses received. The advice does not prejudice any recommendation made by an Inspector or any decision made by the Welsh Ministers in relation to the development, and does not preclude the Inspector from subsequently requiring further information to be submitted with the submitted DNS application under Regulation 24 of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (as amended) (“The 2017 Regulations”).

1. Introduction

Planning and Environment Decisions Wales (PEDW) received a request under Regulation 33 of the 2017 Regulations for a Scoping Direction in relation to a proposed development for the installation and operation of a wind farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development, with a generation capacity of approximately 24 MW by Alerion UK Ltd.

The request was accompanied by a Scoping Report (SR) that outlines the proposed scope of the Environmental Statement (ES) for the proposed development:

2026-01-02 - EIA Scoping Request - Scoping Report is available via the Planning Casework Portal: <https://planningcasework.service.gov.wales/> and search **DNS CAS-04707-X8P9X1**.

Planning and Environment Decisions Wales (PEDW) is authorised to issue this Scoping Direction on behalf of the Welsh Ministers.

This Direction has been prepared in accordance with the requirements of the 2017 Regulations as well as current best practice towards preparation of an ES. In accordance with the 2017 Regulations PEDW has consulted on the SR and the responses received from the consultation bodies have been duly considered in adopting this Direction.

2. Site Description

The site is located within the administrative boundary of Conwy County Borough Council. The proposed development is approximately 3.7 km east of the settlement of Llansannan and 7.7 km west of the settlement of Denbigh.

Further information is available in section 2.0 of the SR.

3. Proposed Development

The proposal as described in the SR is for the installation and operation of up to 5 turbines up to a tip height of 180 m and associated ancillary development:

- Wind Turbines and Foundations
- Substation Compound
- Electrical Cable Network
- Turbine Transformers
- On-site Access Tracks
- Crane Hardstandings and Turning Areas

- Site Access
- Borrow Pits
- Temporary Construction Compounds

Further information is available in section 3.0 of the SR.

The scope of the EIA should include all elements of the development as identified in the SR, both permanent and temporary, and this Scoping Direction is written on that basis.

In the ES, any maps, drawing and illustrations that are proposed to describe the project should be designed in such a way that they can be overlaid with drawings and illustrations produced for other sections.

In line with the requirements of Regulation 17 and Schedule 4 to the 2017 Regulations, any reasonable alternatives considered should be presented in the ES. The reasons behind the selection of the chosen option should also be provided in the ES, including where environmental effects have informed the choices made.

4. History

The SR notes the site comprises predominantly agricultural land.

5. Consultation

In line with Regulation 33(7) of the 2017 Regulations, formal consultation was undertaken with the following bodies:

- Conwy County Borough Council (CCBC)
- Natural Resources Wales (NRW)
- Cadw
- Transport Directorate, Welsh Government
- Agricultural Land Use & Soil Policy, Welsh Government (LQAS)
- Health and Safety Executive (HSE)
- Dŵr Cymru Welsh Water (DCWW)
- North Wales Fire and Rescue Service

Additional consultation was undertaken with:

- Cyngor Gwynedd (Neighbouring Authority)
- Denbighshire County Council (Neighbouring Authority)
- Eryri National Park Authority (ENPA) (Neighbouring Authority)
- Flintshire County Council (Neighbouring Authority)
- Arqiva
- Civil Aviation Authority
- Defence Infrastructure Organisation (DIO)
- JRC
- NATS

PEDW also received the following additional submissions:

- Save This Land
- Stephen Newton
- Nicholas Kite

Responses received are included in **Appendix 1**.

6. Environmental Impact Assessment Approach

The Applicants should satisfy themselves that the ES includes all the information outlined in Schedule 4 of the 2017 Regulations. In addition, the Applicant should ensure that the Non-Technical Summary includes a summary of all the information included in Schedule 4. Consider a structure that allows the author of the ES and the appointed Inspector and Decision Maker to readily satisfy themselves that the ES contains all the information specified Regulation 17 and Schedule 4 of the 2017 Regulations. Cross refers to the requirements in the relevant sections of the ES and include a summary after the Contents page that lays out all the requirements from the Regulations and what sections of the ES they are fulfilled by.

As the assessments are made, consideration should be given to whether standalone topic chapters would be necessary for topics that are currently proposed to be considered as part of other chapters, particularly if it is apparent that there are significant effects and a large amount of information for a particular topic.

There may also be topic areas scoped out of the ES where the developer may wish to include application documents that sit outside of the ES and provide information that will support their consultation(s) and the decision-making process. The developer is encouraged to liaise with key consultees regarding non-ES application documents which are not a legislative requirement of the DNS regime. If agreement cannot be reached over non-ES application documentation, then the developer may wish to explore whether PEDW can help provide clarity via its statutory pre-application advice service.

The ES should focus on describing and quantifying significant environmental effects. Policy considerations / arguments relating to those impacts should be addressed in other documentation supporting the application (e.g. a Planning Statement), which cross references the ES where necessary. This does not imply that ES chapters should not be prepared in accordance with relevant advice in policy documents (e.g. Technical Advice Notes), rather that the ES should concentrate on identifying significant effects on the environment rather than dealing with policy arguments or exhaustively listing policies.

Rochdale Envelope: Whilst not specifically raised in the SR for this project, PEDW has previously been asked whether the 'Rochdale Envelope' approach is appropriate for a DNS application for wind turbine development. The Planning Inspectorate's guidance for Nationally Significant Infrastructure Projects 'Advice Note Nine: Rochdale Envelope', provides further detail on the Rochdale Envelope approach:

<https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-nine-rochdale-envelope/nationally-significant-infrastructure-projects-advice-note-nine-rochdale-envelope>

Whilst this approach may be appropriate for the pre-application Environmental Impact Assessment work, it should be noted that a DNS application is an application for full planning permission under the Town and Country Planning Act 1990 (as amended). It is therefore not

possible to submit a DNS application with as much uncertainty over what is proposed as is acceptable for an Outline application, or for a Development Consent Order under the Planning Act 2008. At the point of application, the following matters should be clear:

- Number of turbines
- Locations of the turbines (subject to micro-siting considerations)
- Maximum tip height
- Maximum hub height

It is open to the applicant to propose that final hub height and rotor diameter could be left to be dealt with via a written submission to the Local Planning Authority, as a pre-commencement condition (should planning permission be granted) provided the condition specifies that the hub height must not exceed (x) m and the rotor diameter shall not exceed (y) m. As with other conditions, the applicant should seek to agree a suitable form of wording with the Local Planning Authority, which can be submitted for the appointed Inspector's consideration.

The Applicant should also consider that, in some cases, different methods of construction may lead to different significant effects. This is particularly relevant in wind farm projects where different type of foundations may be required. The ES should be clear that the worst-case scenario is addressed consistently in terms of development footprint including construction areas.

Once that level of certainty is reached for the application, the ES should be reviewed and if necessary updated to ensure it properly captures the impacts of the application being submitted. If the applicant has any further queries about the scope for flexibility in the DNS application process, they should contact PEDW.

Micro-siting: PEDW accepts the principle of micro-siting in applications for wind turbines. The ES should be prepared using a clearly identified worst case scenario and final design should not lead to greater likely significant effects than identified in the ES.

Scoping Flexibility: Further to the stated position on micro-siting and the above comments on how the Rochdale Envelope is not an acceptable approach for the eventual application, PEDW is content with the ES being prepared on the basis of design parameters (e.g. dimensions of turbines and associated infrastructure), but the locations of infrastructure should be fixed (subject to micro-siting) and the ES should assess the relevant worst-case scenario for each aspect chapter. PEDW is content that the scoping is based on a maximum scale of development as a worst-case scenario, and revisions can be made to the scheme prior to submission, but the Applicant is advised to contact PEDW where substantial changes are expected, or where changes would affect the worst-case scenario.

Shadow Flicker: PEDW notes that in 'Review of Light and Shadow Effects from Wind Turbines in Scotland' (<https://www.climateexchange.org.uk/projects/review-of-light-and-shadow-effects-from-wind-turbines-in-scotland/>, L.U.C. for climateXchange, 2017) it was found that "there is a lack of evidence to support the use of ten rotor diameters as a cut off, and this is entirely down to misinterpretation of the original reference to this distance."

The ES should provide a clear rationale as to the methodology adopted, and why it is considered appropriate given the scale of turbines proposed and the requirement for more nuanced assessment suggested by the concerns raised in the above document.

6.1 Baseline

Schedule 4 of the 2017 Regulations states that the 'baseline scenario' is "A description of the relevant aspects of the **current** state of the environment" (emphasis added). The baseline of the ES should reflect actual current conditions at that time.

6.2 Reasonable Alternatives

In line with the requirements of Regulation 17 and Schedule 4 to the 2017 Regulations, any reasonable alternatives studied by the Applicant should be presented in the ES. The reasons behind the selection of the chosen option should also be provided in the ES, including where environmental effects have informed the choices made.

It is worth bearing in mind that under the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations") unless it can be clearly shown to the Welsh Ministers that the project would have no adverse effect on the integrity of any designated sites, it would have to be shown that there is no feasible alternative solution. Further advice regarding the Habitats Regulations is provided in the final chapter of this Scoping Direction.

6.3 Currency of Environmental Information

For all environmental aspects, the applicant should ensure that any survey data is as up to date as possible and clearly set out in the ES the timing and nature of the data on which the assessment has been based. Any study area applied to the assessments should be clearly defined. The impacts of construction, operation and decommissioning activities should be considered as part of the assessment where these could give rise to significant environmental effects. Consideration should be given to relevant legislation, planning policies, and applicable best practice guidance documents throughout the ES.

The ES should include a chapter setting out the overarching methodology for the assessment, which clearly distinguishes effects that are 'significant' from 'non-significant' effects. Any departure from that methodology should be described in individual aspect assessment chapters. Where professional judgement has been applied this should be clearly stated.

The ES topic chapters should report on any data limitations, key assumptions and difficulties encountered in establishing the baseline environment and undertaking the assessment of environmental effects.

6.4 Cumulative Effects

In accordance with Schedule 4, Paragraph 5(e) of the 2017 Regulations, the ES should include a description of the likely significant effects of the development on the environment resulting from "the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance to be likely affected or the use of natural resources".

The Planning Inspectorate's guidance for Nationally Significant Infrastructure Projects – Advice on Cumulative Effects Assessment sets out a staged process for assessing cumulative impacts which the Applicant should follow when preparing the list of projects for inclusion in the ES:

<https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment>

The Applicant should ensure that relevant schemes identified are addressed in the ES using the tiered approach set out in the Advice.

There may be other types of development that could have cumulative impacts with the proposal, and it should not be assumed that the consideration of cumulative impacts can be restricted to other renewable energy proposals.

Effects deemed individually not significant from the assessment, could cumulatively be significant, so inclusion criteria based on the most likely significant effects from this type of development may prove helpful when identifying what other developments should be accounted for. The criteria may vary from topic to topic.

Best practice is to include proportionate information relating to projects that are not yet consented, dependent on the level of certainty of them coming forward.

All of the other developments considered should be documented and the reasons for inclusion or exclusion should be clearly stated. Professional judgement should be used to avoid excluding other development that is close to threshold limits but has characteristics likely to give rise to a significant effect; or could give rise to a cumulative effect by virtue of its proximity to the proposed development. Similarly, professional judgement should be applied to other development that exceeds thresholds but may not give rise to discernible effects. The process of refinement should be undertaken in consultation with the LPA, NRW, Cadw and other consultees, where appropriate.

The scope of the cumulative assessment should be fully explained and justified in the ES.

6.5 Mitigation

Any mitigation relied upon for the purposes of the assessment should be explained in detail within the ES. The likely efficacy of the mitigation proposed should be explained with reference to residual effects. The ES should provide reference to how the delivery of measures proposed to prevent/ minimise adverse effects is secured (through legal requirements or other suitably robust methods) and whether relevant consultees agree on the adequacy of the measures proposed.

6.6 Population and Human Health

The Applicant should ensure that the ES addresses any significant effects on population and human health, in light of the EIA Regulations 2017. This could be addressed under the separate topic chapters or within its own specific chapter.

6.7 Transboundary Effects

Schedule 4 Part 5 of the EIA Regulations requires a description of the likely significant transboundary effects to be provided in an ES. The ES should address this matter as appropriate.

6.8 Topics Scoped In but not subject to a standalone chapter

For such topics it may be helpful to users of the ES if it includes a summary table that signposts the chapters where these matters are addressed.

7. Environmental Impact Assessment Aspects

This section contains PEDW's specific comments on the scope and level of detail of information to be provided in the Applicant's ES. Environmental topics or features are not scoped out unless specifically addressed and justified by the Applicant and confirmed as being scoped out by PEDW. In accordance with Regulation 17(4)(c) the ES should be based on this Scoping Direction in so far as the Proposed Development remains materially the same as the Proposed Development described in the Applicant's Scoping Report.

PEDW has set out in this Direction where it has/ has not agreed to scope out matters on the basis of the information available at this time. PEDW is content that the receipt of a Scoping Direction should not prevent the Applicant from subsequently agreeing with the relevant consultees to scope such matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.

7.1 Aspects Scoped In

Subject to the comments provided at Table 1, the following aspects are scoped into the ES:

Air Quality (either as a standalone chapter or addressed in the other relevant assessments)
Population and Human Health (addressed in a proportionate manner)
Material Assets and Waste (addressed in a proportionate manner)
Climate Change (addressed in a proportionate manner)
Major Accident and Disaster (addressed in a proportionate manner but not as a standalone chapter)
Traffic and Transport (addressed in a proportionate manner)
Ground Conditions and Soils
Hydrology / Hydrogeology
Ecology
Ornithology
Landscape and Visual
Archaeology and Cultural Heritage
Noise
Telecoms
Aviation
Shadow Flicker
Public Rights of Way
Borrow pits

8. Table 1: Planning and Environment Decisions Wales Comments

ID	Reference in Scoping Report	Issue	Comment
General			
ID.1	3.1.3	Grid connection	The SR does not include any detail on the grid connection to the electricity network. PEDW directs that the ES should address the environmental impact of the grid connection in a proportionate manner based on the level of certainty as to the likely connection route at the time of the application being made. The Applicant's attention is drawn to caselaw around how to define the project for the purposes of EIA, including the recent judgement in <i>Raeshaw Farms Ltd v Scottish Ministers</i> [2026] CSIH 10.
ID.2		Access	There is limited information within the SR with regard to any access route from the public highway network to the site, and within the site itself between the proposed wind turbines, and any associated ancillary work. PEDW advises that the ES should provide clear and full details of any access points and tracks to and within the site. PEDW recommends the Applicant liaises directly with NRW and the Local Planning Authority discuss survey requirements. Route options and survey outcomes should be clearly outlined in the ES. If access widening or widening of internal tracks may be required, the ecological assessment and appropriate studies should include the whole site and should be included within the ES where appropriate. The material used may impact the surrounding area, such as hydrological changes due to the use of impermeable materials, or impacts on ecological receptors through soil erosion or contaminants being transported into watercourses. The material used should therefore also be considered in the ES.

ID	Reference in Scoping Report	Issue	Comment																																																				
ID.3	4.5	Cumulative effects	While developments that have already been built and are operational will form part of the baseline, this does not mean that they should be excluded when considering cumulative effects. Paragraph 5 of Schedule 4 of the 2017 Regulations makes it clear that consideration of cumulative effects should include existing development. To ensure a comprehensive assessment in the final ES, the Applicant is advised to liaise with the LPA on development proposals that should be included in the cumulative assessment, as they will be aware of developments in their area which will need to be considered, which may extend beyond other renewable energy developments. PEDW advises that the following Development of National Significance (DNS) and other infrastructure projects are located within a 33 km radius from the proposal: <table border="1"> <thead> <tr> <th>Case_Ref</th><th>Project_Na</th><th>Scheme_Typ</th><th>Status</th></tr> </thead> <tbody> <tr> <td>3247619 - CAS-012790-G4J6P1</td><td>Elwy Solar Farm</td><td>Solar</td><td>Decided - Refused</td></tr> <tr> <td>3214855 - CAS-01262-P8S6Y6</td><td>Alwen Forest Wind Farm</td><td>Wind / Grid</td><td>Decided - Granted</td></tr> <tr> <td>CAS-02009-W1R1Z7</td><td>Padeswood CCS</td><td>CHP & Carbon Capture</td><td>Decided - Granted</td></tr> <tr> <td>3276735 - CAS-01314-Q0W6V6</td><td>Gaerwen Wind Farm</td><td>Wind</td><td>Suspended</td></tr> <tr> <td>CAS-02646-S1G1Q8</td><td>Moel Chwa Energy Park</td><td>Wind</td><td>Notification</td></tr> <tr> <td>CAS-01392-D2T3F3</td><td>St Asaph Solar Farm</td><td>Solar</td><td>Acceptance</td></tr> <tr> <td>CAS-03950-F9K3T4</td><td>Bodelwyddan BESS and Solar Farm</td><td>Solar / Battery</td><td>Acceptance</td></tr> <tr> <td>CAS-04707-X8P9X1</td><td>Mynydd Tryfan Wind Farm</td><td>Wind</td><td>Notification</td></tr> <tr> <td>CAS-04708-Y6C2S2</td><td>Gwytherin Wind Farm</td><td>Wind</td><td>Notification</td></tr> <tr> <td>CAS-04624-Y1P9M7</td><td>Clocaenog Dau Wind Farm</td><td>Wind / Battery</td><td>Pre-app</td></tr> <tr> <td>CAS-03527-H7Y5R9</td><td>Foel Fach Wind Farm</td><td>Wind</td><td>Notification</td></tr> <tr> <td>3279559 - CAS-01317-R1Q0D7</td><td>Shotton Paper Mill CHP</td><td>CHP</td><td>Decided - Granted</td></tr> </tbody> </table>	Case_Ref	Project_Na	Scheme_Typ	Status	3247619 - CAS-012790-G4J6P1	Elwy Solar Farm	Solar	Decided - Refused	3214855 - CAS-01262-P8S6Y6	Alwen Forest Wind Farm	Wind / Grid	Decided - Granted	CAS-02009-W1R1Z7	Padeswood CCS	CHP & Carbon Capture	Decided - Granted	3276735 - CAS-01314-Q0W6V6	Gaerwen Wind Farm	Wind	Suspended	CAS-02646-S1G1Q8	Moel Chwa Energy Park	Wind	Notification	CAS-01392-D2T3F3	St Asaph Solar Farm	Solar	Acceptance	CAS-03950-F9K3T4	Bodelwyddan BESS and Solar Farm	Solar / Battery	Acceptance	CAS-04707-X8P9X1	Mynydd Tryfan Wind Farm	Wind	Notification	CAS-04708-Y6C2S2	Gwytherin Wind Farm	Wind	Notification	CAS-04624-Y1P9M7	Clocaenog Dau Wind Farm	Wind / Battery	Pre-app	CAS-03527-H7Y5R9	Foel Fach Wind Farm	Wind	Notification	3279559 - CAS-01317-R1Q0D7	Shotton Paper Mill CHP	CHP	Decided - Granted
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ID	Reference in Scoping Report	Issue	Comment
			The list above is not exhaustive and the Applicant should conduct their own research to define a comprehensive list of projects which may have cumulative impact with the current proposal.
ID.4	4.1.2	Decommissioning	PEDW welcomes the SR states the ES will address decommissioning phase effects. PEDW advises the ES should be based on a worst-case scenario and decommissioning should be explored in a proportionate manner in the ES. At a minimum, the ES should clearly indicate how decommissioning of the site will take place, clearly indicate what will be left on site and what will be removed. The ES should address what the end-of-life cycle will be for the infrastructure on site. The Applicant's attention is also drawn to comments from LQAS stating a detailed scheme for site decommissioning is required. This should outline provisions relating to the decommissioning of the development, including the removal of infrastructure and effective restoration, which will be key in assessing the impacts of the proposed development over its lifetime. PEDW recommends an Outline Decommissioning Plan is included as a technical appendix to the ES.
Applicant's proposed Aspects to be scoped out			
ID.5	5.2 & Table 5.1	Air quality	PEDW notes that the SR proposes to scope Air Quality out of the ES as a standalone topic. The SR states that the operational phase of the proposed development would not involve on-site processes that release air quality pollutants and that operational vehicle movements would be minimal. PEDW notes that the construction phase has the potential to give rise to temporary and localised air quality effects, particularly through dust generation,

ID	Reference in Scoping Report	Issue	Comment
			construction vehicle movements, plant emissions, earthworks, access track construction, turbine foundation works, crane hardstanding construction, temporary compounds and any borrow pit activities. These matters should be addressed proportionately within the ES. Additionally, it is noted that there are several Sites of Special Scientific Interest (SSSI) located in the proximity of the site. Table 5.1 entry on Ecology / Ornithology states that there is "Potential for increased nitrogen deposition on nature conservation sites due to the presence of construction vehicles". It is also noted that it is not known at this stage what route construction vehicles will use. This may have an effect on the ecological sensitive receptors nearby. This needs to be addressed in the ES and cannot be excluded at this stage based on the information provided. The ES should also be accompanied by an outline Construction Environmental Management Plan (CEMP) which should detail mitigation / avoidance measures to reduce the impact during construction. Therefore, it is not possible at this stage to exclude significant air quality impacts during construction. As such Air Quality is scoped in, either as a standalone chapter or addressed in the ecology assessment.
ID.6	5.3	Population and Human Health	PEDW notes that socio-economic effects have not been addressed in the SR. No justification has currently been provided to support the exclusion of this matter from the ES. Accordingly, socio-economic effects are currently scoped into the assessment. The Applicant should explain whether the proposed development is likely to give rise to socio-economic effects during construction, operation, and decommissioning, including effects relating to local employment, local supply

ID	Reference in Scoping Report	Issue	Comment
			chains, tourism, recreation, community facilities, public access and any community benefit measures. CCBC confirms that the proposed noise assessment methodology, with reference to ETSU-R-97 and the IOA Good Practice Guide, was acceptable. PEDW is satisfied that the construction and operational noise effects on residential receptors should be assessed within the Noise chapter of the ES. PEDW also notes that decommissioning principles and restoration measures should be outlined within the ES where relevant. A separate Population and Human Health chapter is not considered necessary, but the topic must remain scoped in.
ID.7	Table 5.1 & chapter 6	Ground Conditions	PEDW disagrees that assessment of potential impact on ground conditions (including linked hydrogeology/ hydrology) can be scoped out at this stage. The reasons are discussed in detail below at ID 12.
ID.8	5.5	Material Assets and Waste	The SR indicates that the proposed development is not expected to generate significant waste during operation and the construction waste would be managed through standard good practice measures. However, it is noted that the SR states that borrow pits will be used on site to win materials for internal roads and tracks. These activities generate waste, which should be considered in the ES. The ES should provide sufficient information on material use and waste management. The Applicant should also explain in detail how waste and materials would be managed through the CEMP and any site management plan.

ID	Reference in Scoping Report	Issue	Comment
			This topic may not have a chapter of its own, but it should be scoped in and addressed proportionately within the ES. Additionally, DCWW (see Appendix 1) brought to the Applicant's attention the location of known public watermain and the potential to previously privately owned mains to be located within the site. Impacts on assets should therefore be considered in a proportionate manner within the ES and therefore cannot be scoped out.
ID.9	5.6	Climate Change	The proposed development is a renewable energy scheme and, by its nature, is intended to contribute to the generation of low-carbon electricity and support the transition towards net zero. PEDW notes that the construction, operation, maintenance and decommissioning of the proposed development would give rise to greenhouse gas emissions associated with construction materials, transport movements, plant and machinery, excavation, turbine foundations, access tracks, cabling, borrow pits, and decommissioning activities. PEDW also notes the consultee comments regarding the presence of peat and peatland habitats within the site. Where peat, organic soils or peatland habitats are present, the ES should address the potential carbon implications of disturbance, excavation, drainage, drying, oxidation, storage, reinstatement and restoration. PEDW considers that this topic be scoped in but does not need to be included as a standalone ES chapter.
ID.10	5.7	Major Accidents and Disasters	PEDW draws the Applicant's attention to comments from North Wales Fire and Rescue Service regarding site access, stating that it is unclear if there is

ID	Reference in Scoping Report	Issue	Comment
			sufficient access to the wind turbines on the site. They also highlight the need to provide adequate water supplies for the whole site. PEDW recommends the Applicant liaises directly with the Fire and Rescue Service on this matter. HSE advises that, with reference to the redline site boundary shown on the Site Location Plan, the proposed project does not fall within the consultation distances of any Major Hazard installations or Major Accident Hazard Pipelines. HSE therefore does not identify any existing major hazard installation or major accident hazard pipeline constraint requiring assessment in the ES. HSE also advises that if a new Major Accident Hazard Pipeline is introduced, or an existing pipeline is modified prior to determination of any future application, it reserves the right to revise its advice. Similarly, if hazardous substances consent is granted for a new major hazard installation, HSE reserves the right to revise its advice. PEDW notes HSE's position and agrees that there is no evidence that the proposed development would be affected by consultation zones associated with existing major hazard installations or major accident hazard pipelines. PEDW therefore suggests that this topic be scoped in but not as a standalone ES topic. The ES should include sufficient information, where relevant, on any project-specific risks associated with construction, operation, and decommissioning. PEDW also expects the Applicant to keep the position under review and to seek further advice from HSE if the design changes, hazardous substances are proposed to be stored or used at or above controlled quantities, or if new/modified major hazard infrastructure is introduced before determination.
ID.11	5.8	Traffic and Transport	The SR states that operational traffic would be limited because the site is expected to be unstaffed during operation, and that construction traffic would be

ID	Reference in Scoping Report	Issue	Comment
			managed through a Construction Traffic Management Plan (CTMP), including details of routes required for abnormal indivisible loads associated with turbine delivery and other plant or equipment. PEDW agrees that operational traffic effects are unlikely to be significant, given the limited operational attendance anticipated. However, the proposed development would involve construction of turbines, foundations, access tracks, crane hardstanding, electrical infrastructure, temporary construction compounds and borrow pits, all which generate construction traffic and abnormal load movements. The ES should therefore provide sufficient information to demonstrate that likely significant effects on the highway network, highway safety, local communities, Public Rights of Way, residential amenity and other sensitive receptors would not arise. The Local Highway Authority notes that the Scoping Report proposes to scope out Traffic and Transport as a standalone ES topic, on the basis that construction traffic would be managed through a CTMP. The Local Highway Authority advises that the CTMP scope must be agreed with the Local Authority prior to development. The CTMP should include proposals for the scheduling and timing of deliveries; loading and unloading areas; sufficient packing areas for operatives and visitors during construction to prevent parking on the adopted highway; parking spaces of a size compliant with the relevant local parking standards; a compliant turning head to allow vehicles to enter, turn around and exit in a forward gear; pedestrian management proposals where applicable; routing proposals for delivery vehicles; a travel management plan; on-site wheel washing facilities for the duration works; and bilingual traffic management signage with a schedule and location plan compliant with relevant traffic sign requirements.

ID	Reference in Scoping Report	Issue	Comment
			For this reason, PEDW expects this topic to be scoped in, provided that a robust Transport Assessment and CTMP are submitted with the application and that any necessary mitigation is clearly identified and secured. The Applicant's attention is drawn to Welsh Government Transport Directorate's comments in relation to the impact assessment of Abnormal Indivisible Loads movements and to the draft guidance document included with their response at Appendix 1: 'Pulling Together' - Best Practice for Transporting Abnormal Loads in Wales. PEDW recommends the Applicant liaises directly with Welsh Government Transport Directorate on the draft abnormal load notifications.
ID.12	Chapter 6	Ground Conditions	Having regard to the SR and the consultation responses received from NRW and LQAS, PEDW considers that Ground Conditions should be scoped into the ES. PEDW notes that the SR proposes to scope Ground Conditions out of the ES. However, the SR identifies matters which are directly relevant to ground conditions, including soil resources, possible peat, access tracks, turbine foundations, crane hardstandings, cable routes, borrow pits, construction compounds and other associated infrastructure. PEDW also notes the comments from NRW and LQAS which identify the need for further consideration of peat, shallow organic soils, peatland habitats, soil resources, in particular the interaction between construction activities and effect to ground conditions, soils and hydrogeology and hydrology. This matter should be scoped into the ES. The ES should include a robust assessment of ground conditions, soil resources, peat, peatland habitats, and related hydrological effects. The

ID	Reference in Scoping Report	Issue	Comment
			assessment should be informed by appropriate desk-based evidence and detailed site-specific surveys. Based on the consultee advice currently available, Best and Most Versatile agricultural land may be scoped out of the ES, as the site is identified as being at best Subgrade 3b, with areas of Grade 4 and Grade 5. Soil resources and soil functions more generally should remain scoped in. Where appropriate, the assessment should be cross referenced with the ecological assessment and the hydrological assessment.
Hydrology / Hydrogeology			
ID.13	7.3	Assessment methodology	DCWW states the hydrology and hydrogeology study area should include a minimum 5 km baseline. They add that hydrological walkover surveys should be undertaken as well as a water quality monitoring programme at key locations around the proposed development to establish baseline water conditions, and monitoring through the operational stage and de-commissioning stage. PEDW recommends the Applicant liaises directly with DCWW on these matters.
ID.14	7.4	Baseline	DCWW advises the assessment baseline should confirm the presence of public sewer and watermain as per their records.
ID.15	7.5.1	Dewatering	NRW highlights that although the SR states that any dewatering activities are considered negligible, this concerns a large groundwater body and is also a vital resource used by DCWW to supplement drinking water supplies. They state that dewatering activities need to be further investigated to fully understand the impact.

ID	Reference in Scoping Report	Issue	Comment
			The Applicant's attention is also drawn to NRW's comments regarding borrow pits and dewatering requirements, including guidance on abstraction licences. NRW expects a Hydrogeological Impact Appraisal to be undertaken to assess potential impacts on groundwater and receptors for any dewatering works. Additionally, dewatering may have negative effects on peat soil presents on site and their functionality and should be considered. Therefore, impacts of dewatering during construction is currently scoped in. PEDW recommends the Applicant liaises directly with NRW on assessment requirements, including baseline survey such as water monitoring to understand groundwater flows within the site. If following discussion, it is agreed this can be scoped out, a robust rationale for this should be provided in the ES.
ID.16	7.5.3 / 7.5.10-13	Impact on water quality	The Applicant's attention is drawn to comments from NRW regarding pollution control measures to be put in place, including in relation to spillages, leakages and sediment run-off. NRW also advises silt mitigation will be required during construction, to be controlled through a CEMP. They add that stockpiles for excavated soil should not be stored near watercourses. DCWW would welcome further discussions regarding a Pollution Prevention and Incident Plan, regarding safety and measures to sustain existing drinking water catchment features. PEDW recommends that the Applicant liaises directly with NRW and DCWW on these matters and that the outline CEMP is included as a technical appendix to the ES.

ID	Reference in Scoping Report	Issue	Comment
ID.17		Hardstandings	NRW advises suitable materials should be used for hardstandings such as hard stone to prevent mulching of softer materials (i.e. slate), which degrade and can lead to run off. Suitable drainage arrangements should be in place for hardstandings once construction is complete.
ID.18	7.5.5-9	Flood risk	Regarding the potential increase in surface water runoff rates and volumes and potential to increase the 'flashiness' of the catchment during high rainfall events, NRW advises mitigation measures will be required to retain and slow down water to prevent further 'flashiness' for the Elwy catchment. PEDW recommends the Applicant liaises directly with NRW on these requirements. PEDW notes the SR states it is anticipated a Flood Consequence Assessment (FCA) and an Outline Surface Water Drainage Strategy will be prepared. PEDW recommends these are included as technical appendices to the ES.
ID.19	7.5.14	Water Framework Directive (WFD)	The Applicant's attention is drawn to comments from DCWW highlighting the site is located within a Drinking Water Protected Area under the WFD (Afon Aled Drinking Water Catchment). NRW states the requirements under the WFD should be considered. PEDW recommends that the Applicant liaises directly with NRW on assessment requirements and that the WFD assessment is included as a technical appendix to the ES.
ID.20	7.5.16-17	Licenced and Private Water Supplies (PWS)	NRW highlights that potential impacts on both water quality and quantity must be assessed and included in the ES and appropriate mitigation measures should also be identified where any risks to private supplies are identified. PEDW welcomes the SR states an assessment of impacts to PWS will be made in the ES. NRW and DCWW also agree that impacts on licenced water supplies are scoped in.
ID.21	7.6	Decommissioning	PEDW notes the SR states that decommissioning impacts are deemed to be the

ID	Reference in Scoping Report	Issue	Comment
			same as construction impacts and will therefore be implicitly covered in any construction phase assessment and will not be explicitly addressed in their own right. PEDW advises that environmental and operating conditions are subject to change over the operational life and as such decommissioning is not simply a reverse of construction. The ES should be based on a worst-case scenario and decommissioning should be explored in a proportionate manner in the ES. For the avoidance of doubt, decommissioning is therefore scoped into the ES in a proportionate manner.
Ecology			
ID.22		Section 7 list of species and habitats	Please refer to section 9.1 for more information on the changes to the Section 7 list of species and habitats under the Environment (Wales) Act 2016. The Applicant should liaise directly with relevant Local Planning Authorities and NRW to ensure that the ES accounts for the updated Section 7 list, and that significant effects on all necessary habitats and species are reported in the ES.
ID.23	8.2	Legislation, policy and guidance	NRW highlights the Environment (Wales) Act 2016 should be added within the legislative framework. The Applicant's attention is also drawn to NRW's comments stating the ES must include consideration of the requirements for a European Protected Species licence and set out how the works will satisfy the requirements as set out in the Conservation of Habitats and Species Regulations 2017 (as amended).
ID.24	8.3.1	Assessment methodology	PEDW notes the SR states the findings of the desk study will inform both the design of the field survey programme and the definition of the Zone of Influence

ID	Reference in Scoping Report	Issue	Comment
			(Zol). PEDW recommends the Applicant liaises directly with NRW and CCBC on completion of the desk study, to agree the assessment methodology. This should be clearly outlined in the ES.
ID.25		Local Biodiversity Interests	NRW recommends that the Applicant consults the Local Planning Authority to ensure that regional and local biodiversity issues are adequately considered and that other relevant stakeholders are contacted for biological information / records relevant to the site and its surrounds.
ID.26	8.3.6-7	Habitat survey	NRW highlights they do not accept UKHabs survey methods which have been used but require that Phase 1 habitat survey of the whole site and National Vegetation Classification (NVC) surveys of semi-natural vegetation be undertaken. NRW comments on how the NVC surveys should be presented. The Applicant's attention is drawn to their comments on this matter, including in relation to the impact on peat and peatland habitats as further addressed under ground conditions above. NRW advises that any habitat surveys should accord with the Nature Conservancy Council Phase 1 survey guidelines. PEDW highlights that although the 1990 guidelines are quoted in NRW's response, NRW have previously confirmed they endorse the Handbook for Phase 1 habitat survey – a technique for environmental audit (2010, JNCC Resource Hub) as an appropriate standard: https://hub.jncc.gov.uk/assets/9578d07b-e018-4c66-9c1b-47110f14df2a NRW also advises that Phase 1 surveys are undertaken and completed during the summer to ensure the best chance of identifying the habitats present. They also advise that Habitats Directive Annex 1 habitats are identified as part of this assessment.

ID	Reference in Scoping Report	Issue	Comment
			PEDW recommends the Applicant liaises directly with NRW to agree habitat survey methodology and PEDW advises the outcome is clearly outlined in the ES.
ID.27	2.1.6 / 6.4.26	Woodlands	PEDW notes the SR states there is an area of ancient woodland in the northern part of the site and several areas of ancient woodland in proximity to the site. The SR states these areas of woodland are unlikely to be directly affected by development given the separation distance between the woodland and turbine locations, which is likely to be in excess of 100 m in both cases. However, it is unclear from the SR whether any ancillary development such as the substation, cables and site access / tracks will impact these sites, as no detail has been provided on their location. It is therefore not clear from the information currently provided whether any significant effects are likely and whether appropriate mitigation measures are required. The Applicant's attention is also drawn to comments from CCBC and interested parties on this matter. At this stage there is insufficient information available to scope out effects on woodland and this is therefore scoped into the ES. PEDW recommends the Applicant liaises with NRW and the LPA on this matter. If following assessment and discussion it is decided these effects can be scoped out, a robust rationale for this should be provided in the ES. PEDW also recommends that if an arboricultural impact assessment is prepared, this is included as a technical appendix to the ES.
ID.28	8.3.4-5	Statutory designated sites	CCBC agrees the listed SSSI can be scoped out due to their separation distance from the site. NRW states that the following sites should also be included in Table 8.1:

ID	Reference in Scoping Report	Issue	Comment
			- Coedydd ac Ogofau Elwy a Meirchion SSSI / Coedwigoedd Dyffryn Elwy SAC - this is a woodland SSSI on limestone and also has hibernating bats as a feature - Coedydd Derw Elwy is an Oak woodland SSSI to the northwest of the site They also highlight the table does not include other features such as breeding bird assemblage for Mynydd Hiraethog (see their ornithology comments below) and the Bryophyte assemblage.
ID.29		Non-statutory designated sites	CCBC advises that non-statutory designated sites are also scoped in to include Local Wildlife Sites. They state Mynydd Tryfan Heath Local Wildlife Site abuts and possibly overlaps the proposed application site (data available from COFNOD). NRW also raises the SR does not mention in the desk-based survey the search for Sites of Importance for Nature Conservation, such as Mynydd Tryfan. Impacts on non-statutory designated sites are therefore scoped into the ES. PEDW recommends the Applicant liaises directly with CCBC on assessment requirements.
ID.30	8.5	Protected species assessment	The Applicant's attention is drawn to NRW's comments advising significance (both alone and in combination) and where applicable conservation status are considered. They advise that consideration to be given to current conservation status (CCS), and demonstration of no likely detriment to maintenance of favourable conservation status (FCS) during construction, operation and decommissioning phases. NRW highlights EC guidance on this: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=PI_COM:C(2021)7301
ID.31	8.3.8	Protected species surveys	NRW advises that targeted species surveys should be undertaken for all species scoped in. These should comply with current best practice guidelines

ID	Reference in Scoping Report	Issue	Comment
			and full justification should be included in the ES for any deviation from these. Should protected species be found during the surveys, information must be provided identifying the species-specific impacts in the short, medium and long term together with any mitigation and compensation measures proposed.
ID.32	8.3.10	Otter and water vole	NRW agrees the effect on water vole and otter has the potential to be significant and adds that assessment should consider current CCS and FCS during construction, operation and decommissioning phases.
ID.33	8.3.11-13	Bats	NRW is content with the proposed methodology in relation to bat species. They state this should include assessment of CCS and FCS of relevant bat species during the construction, operational, and decommissioning phases. The Applicant's attention is drawn to their comments regarding the assessment of risks during the operational phase, mitigation requirements and enhancement proposals.
ID.34	8.3.14	Dormouse	NRW advises the potential impacts of the project on dormouse should be considered. As no detail has been provided in relation to dormouse, this is currently scoped into the ES. PEDW recommends the Applicant liaises directly with NRW on assessment requirements and outcomes. Should following discussion it be agreed that dormouse can be scoped out, a robust rationale for this should be provided in the ES.
ID.35	8.3.14	Red squirrel	NRW agrees red squirrels can be scoped out of assessment. CCBC concurs, unless extensive removal of trees and hedgerow is required. PEDW notes that SR states at this stage extensive removal of trees and woodland is not likely. Should this change, impacts on red squirrel should be scoped in and the Applicant should discuss assessment requirements with CCBC and NRW.

ID	Reference in Scoping Report	Issue	Comment
ID.36	8.3.14	Polecats and pine marten	The Applicant's attention is drawn to Interested Party comments regarding polecats. PEDW notes the SR states surveys for pine marten and polecat are not anticipated to be necessary, unless the development requires extensive removal of trees and woodland, which at this stage is not likely. Should this change and there be a requirement for the removal of trees and woodland, impacts should be scoped in, and the Applicant should liaise directly with NRW on assessment requirements, ensuring this is appropriately addressed in the ES.
ID.37	8.3.15	Amphibians and reptiles	CCBC agrees amphibians and reptiles can be scoped out of the assessment but recommends reasonable avoidance measures for amphibians and reptiles are included within Construction (and Decommission) Environmental Management Plans. The Applicant's attention is also drawn to Interested Party comments regarding reptiles. PEDW recommends the Applicant liaises with CCBC on required avoidance measures. NRW states the potential for water bodies on the site to support Great Crested Newt (GCN) should be considered and assessed. As no detail has been provided in relation to GCN, this is currently scoped into the ES. PEDW recommends the Applicant liaises directly with NRW on assessment requirements and outcomes. Should following discussion it be agreed that GCN can be scoped out, a robust rationale for this should be provided in the ES.
ID.38	8.3.16	Invertebrates	CCBC agrees invertebrates can be scoped out of the assessment. However, NRW highlights that there are records on Aderyn for butterflies namely Purple Hairstreak, Small Heath and Wall. A survey should be undertaken at the appropriate time. They add that grassland / heathland / woodland may form a good mosaic habitat supporting invertebrates.

ID	Reference in Scoping Report	Issue	Comment
			Invertebrates are therefore scoped in at this stage. PEDW recommends the Applicant liaises directly with NRW on assessment requirements and outcomes. Should following discussion it be agreed that invertebrates can be scoped out, a robust rationale for this should be provided in the ES.
ID.39		Biosecurity	PEDW agrees with NRW's comments that biosecurity should be considered during construction and operation of the proposed development.
ID.40	8.5.5-6	Mitigation / compensation	The Applicant's attention is drawn to NRW's advice that the ES sets out how the long-term site security of any mitigation or compensation will be assured, advocating that where the potential for significant impacts on protected species is identified, a Conservation Plan is prepared as an Annex to the ES. For European protected species, they advise consideration of Section 3.3.2 of Guidance on the strict protection of animal species of Community interest under the Habitats Directive: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=PI_COM:C(2021)7301 PEDW notes the SR states that mitigation measures will be outlined in the CEMP. PEDW recommends this is included as a technical appendix to the ES.
Ornithology			
ID.41		Section 7 list of species and habitats	Please refer to section 9.1 for more information on the changes to the Section 7 list of species and habitats under the Environment (Wales) Act 2016. The Applicant should liaise directly with relevant Local Planning Authorities and NRW to ensure that the ES accounts for the updated Section 7 list, and that significant effects on all necessary habitats and species are reported in the ES.
ID.42	9.2	Legislation, policy and guidance	NRW welcomes the reference to Birds of Conservation Concern Wales 4 and highlight this reference should be used throughout the ES.

ID	Reference in Scoping Report	Issue	Comment
ID.43	9.4	Methodology	NRW states that determining the importance of species and populations identified from surveys should refer to Wales specific resources and publications where practical. The Applicant's attention is drawn to their comments on where relevant population estimates and information can be found. They add the ES should specify the references and population data used to determine the geographical importance of on-site species. CCBC agrees with the features including designated sites that are proposed to be scoped out in the SR. The Applicant's attention is also drawn to Interested Parties comments on local bird sightings and the presence of a heronry 1.5 km from the site. PEDW recommends the Applicant liaises directly with NRW / the Local Authority Ecologist to determine whether any detailed assessments are advisable.
ID.44	9.4.14-15 Table 5.1	Collision risk	Table 5.1 fails to address birds' risk of collision. This needs to be addressed in any future ornithology assessment. CCBC states the ES should include a quantitative estimate of collision risk for all bird species present on the site for which the level of risk has the potential to be important. This should include a view on the significance of that collision risk to the respective bird populations. They also recommend collecting further data for bird collision risk model calculations in alignment with the following NatureScot guidance: https://www.nature.scot/doc/guidance-using-updated-collision-risk-model-assess-bird-collision-risk-onshore-wind-farms. The Applicant's attention is drawn to their comments regarding bird density used in collision calculations.

ID	Reference in Scoping Report	Issue	Comment
			NRW states Collision Risk Modelling analysis should follow the updated guidance by Band et al (2024): https://www.nature.scot/doc/naturescot-research-report-909-using-collision-risk-model-assess-bird-collision-risks-onshore-wind NRW highlights that given the results provided thus far, they welcome the specific attention given in the SR to BTO Research Report 766, 'Modelling population-level impacts of wind farm collision risk on Welsh Red Kites'.
ID.45	9.3.7-22	Surveys	NRW agrees that given the nature and location of the site, surveys for nightjar and black grouse could be scoped out. CCBC advises alignment with the following NatureScot guidance to conduct ornithological surveys over 2 years: https://www.nature.scot/doc/recommended-bird-survey-methods-inform-impact-assessment-onshore-windfarms#6-control-and-reference-sites CCBC also notes that night-time VP survey has not been conducted. They state that if night-time survey is not possible, expert assessment of likely levels of nocturnal activity for the target species in question should be sought. NRW states that based on the information provided, it is agreed that the survey types scoped in are appropriate. NRW notes the Applicant proposes to discuss the results of the Year 1 surveys following completion of a full year of survey work. They advise that due to the size of the proposed windfarm, a minimum of two years survey work is undertaken to allow for variability in bird use between years. PEDW agrees with NRW in terms of survey effort. Should the Applicant decide not to conduct two years survey works, the rationale of this decision and how it

ID	Reference in Scoping Report	Issue	Comment
			does not affect the robustness of the baseline in the ES should be clearly explained. It is recommended that the Applicant liaises directly with NRW and CCBC regarding survey requirements and outcomes.
ID.46	9.3.13	Target species for survey	NRW advises the species lists included in the SR should also include bird species listed as Priority Species on Section 7 of the Environment Act (Wales) 2016.
ID.47	9.3.10	Vantage Point locations	NRW confirms the viewsheds provided for the vantage point locations are considered acceptable with adequate coverage of both the turbine location and surrounding habitat.
ID.48	9.5	Population estimates	The Applicant's attention is drawn to NRW's comments regarding updated population estimates for merlin, curlew, lapwing and hen harrier. PEDW agrees with these comments.
ID.49	9.3.4	Designated sites	The Applicant's attention is drawn to NRW's comments regarding the qualifying features for nearby Mynydd Hiraethog SSSI which includes curlew, snipe, merlin and kestrel.
ID.50		Curlew	NRW states that nearby Mynydd Hiraethog SSSI is also located in the Mynydd Hiraethog Important Curlew Area. Given the importance of the area for curlew, it is advised that the buffer area for curlew is expanded to 800 m.
ID.51	9.4.17-20 9.4.25-29	Cumulative assessment	CCBC and NRW agree with the approach to cumulative assessment. PEDW has no further comments.
ID.52	9.5	Mitigation and enhancement	The Applicant's attention is drawn to CCBC's comments on habitat enhancement measures. NRW advises that specific habitat enhancement

ID	Reference in Scoping Report	Issue	Comment
			measures cannot be recommended without full survey results, though the stepwise approach detailed in PPW should be followed. NRW adds that mitigation may need to take the form of curtailment or redirection of activities during particular times of year. For buffer distances reference should be made to Goodship & Furness 2022 or alternative published references for species not listed within this. PEDW recommends the Applicant liaises directly with NRW and CCBC on survey outcomes and any resulting required mitigation measures. These should be clearly outlined in the ES. Any documents which outline mitigation measures to be relied on should be included in the ES.
Landscape and Visual			
ID.53	10.4.9-11 Appendix 1 Table 5.1	Methodology	NRW generally concurs with the proposed methodology. They agree with the scope in Table 5.1 confirming that landscape and visual impacts are scoped in assessing construction and operational effects. They however state that the genesis of the table describing assessment of landscape susceptibility to change (Table 2, Appendix 1) is unclear. They add that some elements on susceptibility need further explanation, for example where large-scale landscapes with broad expansive views are deemed to have lower susceptibility to wind energy development. This may not always be the case in the settings of large-scale statutory landscapes designated for their large expansive views, visual amenity and tranquillity. NRW welcomes the susceptibility descriptions relating to visual receptors in section 4.24 of Appendix 1. They add that the application of the assessment methodology will need to be clearly expressed in the LVIA. ENPA is satisfied with the proposed methodology and viewpoints at this stage.

ID	Reference in Scoping Report	Issue	Comment
ID.54	10.4.3	Study area	NRW is content the study area proposed (as indicated on Figures 10.1 to 10.4, 45 km for visual effects and 20 km for landscape effects) accords with the advice set out in NRW GN46.
ID.55	10.2.37	Viewpoints	NRW welcomes the viewpoints included within Clwydian Range and Dee Valley National Landscape (CRDV NL) and Eryry National Park (ENP) and that viewpoints relate to receptors using named routes. They add that detailed viewpoint locations should be agreed with the LPAs and grid references should be provided for each for ease of identification. CCBC requests an additional viewpoint along the A548 north of Llyn Bran, due to its importance as a tourist route for ENP and due to cumulative impacts with existing and consented wind farms in the Clocaenog area. PEDW welcomes the SR states that the final list of viewpoints will be agreed with consultees.
ID.56	10.2.10-17 10.4.5 Appendix 1	Designated landscapes	NRW notes the Zone of Theoretical Visibility (ZTV) suggests effects of the development will likely extend to both ENP and more significantly to CRDV NL where most of the western fringe of the National Landscape would have visibility of all 5 turbines. NRW agrees with the scoping in of potential impacts on the visual amenity and special qualities of CRDV, ENP and the proposed Glyndwr National Park, with Anglesey National Landscape being scoped out due to its distance beyond the ZTV theoretical visibility. NRW notes that effects on all statutory landscape designations within the 45 km study area and all non-statutory designations within the 20 km study area will be assessed, where these are overlapped by the blade tip ZTV. NRW agrees that the focus of the assessment should be upon whether and how the purposes and special qualities of the designations would be affected.

ID	Reference in Scoping Report	Issue	Comment
			PEDW notes the paragraph 3.1.2 of Appendix 1 states that there are no designated landscapes within the study area and therefore designations do not form part of the identification of landscape receptors. This appears to contradict the Designations section of the Landscape and Visual chapter which indicates there are landscape designations within the 45 km study area. This should be correctly addressed in the ES.
ID.57	10.2.25-29	Landscape Character Areas	The Applicant's attention is drawn to ENPA's comments on relevant Landscape Character Areas.
ID.58	10.4.6 10.4.22-23	Residential Visual Amenity Assessment (RVAA)	The Applicant's attention is drawn to Interested Party comments regarding surrounding settlements. PEDW recommends the Applicant liaises directly with CCBC regarding assessment requirements, outcomes and any required mitigation measures. PEDW welcomes the SR states that the RVAA will be appended to the Landscape and Visual Impact Assessment (LVIA).
ID.59	10.4.7 10.4.24-26	Nighttime effects	NRW agrees that the Aviation Lighting Impact Assessment (ALIA) should extend over a 20 km study area. They however also expect that effects on dark skies within the statutory landscapes is assessed within the LVIA. These are an important consideration for the special qualities relating to tranquillity as well as in relation to the ENP status as an International Dark Sky Reserve and CRDV NL's move towards this status. NRW advises that assessment of the impact of aviation warning lighting on dark skies should be included and nighttime viewpoint visualisations would be expected for both ENP and CRDV NL. They advise that in addition to the current proposals for nighttime visualisations, VP 13 is also be included.

ID	Reference in Scoping Report	Issue	Comment
			PEDW recommends the Applicant liaises directly with NRW on the assessment requirements for nighttime effects, ensuring this is clearly outlined in the ES. PEDW also recommends the ALIA should be included as a technical appendix to the ES.
ID.60	10.4.8 10.4.32-39	Cumulative effects	NRW generally agrees with the approach to the assessment of cumulative effects. They add that as this proposal is wholly inside Pre-Assessed Area (PAA) for wind energy 1, which is still initiating wind proposals, and is also in proximity of PAA 2, which has a large number of established and approved proposals, existing and consented renewable energy schemes within both PAAs should be included. NRW also advises cumulative effects should include other renewable energy schemes such as solar photovoltaic and associated power infrastructure. ENPA highlights their concerns regarding the cumulative effects of windfarms around the National Park and its boundary. PEDW notes the SR states the study area for the cumulative assessment for scoping stage schemes is significantly smaller than the general cumulative assessment study area. It is not clear why a smaller area is proposed. PEDW recommends the Applicant liaises directly with CCBC, ENPA, NRW and Cadw to discuss the required study area for schemes at scoping stage and agree the developments to be included for assessing cumulative effects. PEDW has also provided a non-exhaustive list of infrastructure projects which should be considered in this table.
ID.61	10.3.2	Mitigation	The Applicant's attention is drawn to comments from NRW, highlighting the Design Commission for Wales guidance: Designing for Renewable Energy in Wales – see section 9.2 below. NRW advises the ES should explain how the

ID	Reference in Scoping Report	Issue	Comment
			findings of the LVIA have informed the design process. PEDW's position is that mitigation by design is better addressed under the 'Reasonable alternatives considered' in the ES. NRW states that reducing the intensity of aviation warning lighting during good visibility should be incorporated into the proposals.
Archaeology and Cultural Heritage			
ID.62	11.1, 11.2	Methodology	PEDW notes that Chapter 11 proposes to assess archaeology, built heritage and historic landscape effects. The methodology is broadly acceptable and should follow PPW, TAN 24, Cadw guidance, including 'Setting of Historic Assets in Wales', and relevant ClfA standards.
ID.63	11.2.7	Study Areas	PEDW agrees with the proposed core, 1 km, 5 km and 10 km study areas. The ES should clearly justify any assets scoped out, particularly where designated assets fall outside the ZTV but have key views towards or across the proposed development.
ID.64	11.3.3, 11.3.11	Baseline	The ES should include a robust baseline using Cadw, Historic Wales, HER, Coflein, historic mapping, LiDAR and walkover survey evidence. Attention should be given to the Grade II* Plas Isaf, Pont Pengwern, scheduled monuments, registered parks and gardens, registered historic landscapes, and known prehistoric features within 1 km.
ID.65	11.2.15	Visualisations	PEDW agrees with CCBC that visualisations should be provided for scheduled monuments between 1 km and 5 km of the study area and Grade I and Grade II listed buildings within 1-5 km, where these assets have potential visibility or key views affected by the proposed turbines.

ID	Reference in Scoping Report	Issue	Comment
ID.66		Stage 1 setting Assessment	CCBC and Cadw agree that a stage 1 setting assessment should be undertaken for all designated historic assets within the relevant study areas, in accordance with Setting of Historic Assets Wales. The results should identify which assets require further Stage 2 and Stage 3 assessment and should be included in the ES.
ID.67	11.4.1	Designated Heritage Assets	Cadw identifies schedule monuments, registered parks and gardens and the Denbigh Moors Registered Historic Landscape within the 5 km blade-tip ZTV. The ES should assess likely significant effects on the significance and setting of these assets, including views to and from the assets where relevant. The ES should clearly identify which designated assets have been scoped into detailed assessment and provide a reasoned justification where any designated assets are excluded from further assessment.
ID.68	11.3.5-6	Specific Scheduled Monuments	As stated by Cadw, the ES should specifically consider effects on the setting of scheduled monuments identified in Appendix 1, including Mynydd y Gaer Camp, Plas Newydd Round Barrow, Hwlfordd Round Barrows and Moel Fodiar Tumuli. The ES should assess the potential effects of the proposed development on the significance and setting of these assets, including any contribution made by views, landscape context and their relationship with the wider Registered Historic Landscape.
ID.69	11.2.37 / 11.2.38	Registered Historic Landscape	PEDW agrees with Cadw that an ASIDOHL2 assessment is not required because the application area lies outside the Registered Historic Landscape. The setting of the Denbigh Moors Registered Historic Landscape remains a material consideration and should be assessed using Setting of Historic Assets in Wales.

ID	Reference in Scoping Report	Issue	Comment
ID.70	11.4.9 11.4.16	Buried Archaeology	The SR identifies potential for unknown buried archaeological remains. PEDW notes that Section 11.4.16 of the SR proposes that non-invasive and invasive archaeological works may be required. PEDW recommends the Applicant liaises directly with Heneb on archaeological assessment and mitigation requirements. Cadw states that if archaeological sites are identified during the desk-based assessment or walkover survey, any archaeological evaluation works required to establish their extent, purpose and significance should be undertaken before completion of the EIA, so that the results can be included in the ES.
ID.71	11.4.11 – 11.4.13	Cumulative Effects	The ES should assess cumulative effects on heritage assets, including combined effects with other existing, consented or proposed wind energy developments where they affect the setting or appreciation of designated assets.
ID.72	11.4.10	Decommissioning	PEDW notes the proposal to scope out detailed decommissioning effects. This is acceptable only where the ES demonstrates that decommissioning effects would be no greater than construction effects and that appropriate controls can be secured.
ID.73	3, 11.4	Rochdale Envelope	As turbine locations, access tracks, cable routes, borrow pits and ancillary infrastructure may remain flexible, the ES should apply a reasonable worst-case scenario for direct and setting effects on heritage assets. This should include ground disturbances from all infrastructure and visibility from maximum turbine parameters.
Noise			
ID.74	12, 12.3.3	Noise-sensitive receptors	As identified by CCBC, particular consideration should be given to the current and any future occupiers of Arllwyd and Tryfan Uchaf Farms.

ID	Reference in Scoping Report	Issue	Comment
			PEDW expects that the ES should identify and assess all relevant noise-sensitive receptors within the study area, including residential properties not selected as baseline monitoring locations.
ID.75	12.6	Assessment Methodology	CCBC advises that the proposed assessment methodology is acceptable and notes that it appropriately references ETSU-R-97 and the IOA Good Practice Guide. The ES should ensure that the noise assessment is undertaken in accordance with the stated methodology and should clearly set out baseline noise conditions, predicted operational noise levels, construction noise effects, cumulative effects and any mitigation required. Any assumptions, monitoring locations, correction factors and assessment parameters should be clearly justified.
ID.76	12.5.2	Operational Turbine Noise	PEDW draws attention to concerns raised regarding operational turbine noise impacts on nearby receptors. PEDW advise that the ES should assess operational turbine noise effects using a reasonable worst-case scenario based on maximum turbine parameters and layout flexibility. Operational turbine noise should be assessed in accordance with ETSU-R-97 and the institute of Acoustics Good Practice Guide, as referenced in the consultee response. The ES should clearly set out predicted operational noise levels at all relevant receptors and should explain how cumulative operational noise from existing, consented, and proposed wind energy developments has been considered.

ID	Reference in Scoping Report	Issue	Comment
ID.77	12.5.1	Construction noise	PEDW notes that the ES should assess likely significant effects from construction noise, including noise arising from site preparation, access track works, borrow pit activity, turbine foundation works, cable installation, substation works, construction traffic and any temporary compounds. The SR does not state how material from the borrow pits will be won. All construction activities such as the winning of the materials on site have the potential to generate noise and vibration which should be considered in the assessment. The assessment should identify sensitive receptors, predicted construction noise levels, working hours, duration of effects and mitigation measures. Where significant effects are predicted, the ES should set out how these would be controlled through a CEMP.
ID.78	12.4.11	Vibration	PEDW draws attention to concerns regarding vibration from operational turbines. The ES should clarify whether vibration effects have been scoped into or out of the assessment for construction, operation and decommissioning. Where vibration is scoped out, a robust justification should be provided. Where vibration could give rise to likely significant effects, the ES should assess potential impacts on sensitive receptors and identify appropriate mitigation.
ID.79	12	Mitigation and monitoring	The ES should identify any mitigation and monitoring required to control noise effects during construction, operation and decommissioning. This should include, construction working hours, plant controls, routing of construction traffic, complaint investigation procedures, operational noise limits, post-consent monitoring and any measures required to address exceedances. The ES should also identify how mitigation would be secured, including through planning conditions or management plans where appropriate.

ID	Reference in Scoping Report	Issue	Comment
Telecoms, Aviation and Shadow Flicker			
ID.80	13.2	Telecommunications	JRC does not foresee any potential problems based on known interference scenarios and the data provided but advise they are consulted prior to considering any design changes. Arqiva confirms the proposal will not adversely affect their operations. The Applicant's attention is drawn to Arqiva's comments recommending the Applicant undertakes their own reception survey to understand potential interference to domestic television and radio reception. As the SR states there are a number of residential properties near the site, PEDW supports the approach suggested by Arqiva. Should it subsequently be found that there are effects on domestic reception, this matter should be scoped into the ES. PEDW welcomes the SR states that relevant communications stakeholders will be consulted as part of the telecommunications impact assessment.
ID.81	13.3	Aviation	The Applicant's attention is drawn to comments from the Ministry of Defence (MOD) expressing concerns with the proposal, due to the potential to create a physical obstruction to air traffic movements. To address this impact, MOD would require the fitting of aviation safety lighting (meeting their specification requirements) and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction. The Applicant's attention is also drawn to comments from NATS highlighting the proposed development conflicts with their safeguarding criteria. NATS provides details of a predicted impact on St Anne's and Great Dun Fell RADAR as well as Swanwick Centre, Pestwick Centre and Western RADAR Air Traffic Control.

ID	Reference in Scoping Report	Issue	Comment
			PEDW recommends the Applicant liaises directly with these consultees to ensure their concerns are addressed and appropriately reported in the ES in a standalone assessment.
ID.82	13.4	Shadow Flicker	As outlined in section 6 above, PEDW notes that in Review of Light and Shadow Effects from Wind Turbines in Scotland (climatexchange.org.uk) (L.U.C. for climateXchange, 2017) it was found that “there is a lack of evidence to support the use of ten rotor diameters as a cut off, and this is entirely down to misinterpretation of the original reference to this distance.” Whilst the approach set out in the SR is acknowledged, the ES should provide a clear rationale as to the methodology adopted, and why it is considered appropriate given the scale of turbine proposed and the requirement for more nuanced assessment suggested by the concerns raised in the above document. The Applicant should consult with the LPA on the receptors to be included in the shadow flicker assessment and discuss the outcome and any mitigation measures. PEDW recommends the shadow flicker assessment is included as a technical appendix to the ES.
Other considerations			
ID.83	2.1.11 Table 5.1	Public Rights of Way (PRoW)	PEDW notes the SR states that the site is crossed by a number of PRoW and that suitable offsets have been discussed with CCBC. The SR adds that impact, in particular on footpath 26/18, would be identified through continuous assessment as the detailed design emerges, including whether diversion would be required. However no further detail has been included in the SR on the proposed assessment. PEDW recommends the Applicant liaises directly with the LPA on the assessment of impacts on PRoW and any required mitigation measures, ensuring this is appropriately addressed in the ES.

ID	Reference in Scoping Report	Issue	Comment
			Given the lack of detail currently provided, impacts on PRow are scoped into the ES. Should following discussion with CCBC it be agreed this matter can be scoped out, a robust rationale for this should be provided in the ES. Upon determining the final location of the turbines, the Applicant should review the topple distance to PRow and also liaise directly with the LPA on this matter. As a side note, the consenting strategy for any stopping up or diversion of existing PROWs is a matter for the Applicant. Please note that only permanent stopping up or diversion orders can be included as Secondary Consents alongside the main DNS application. Should the Applicant wish to pursue this option, please contact PEDW and the Orders Branch of the Transport Directorate of the Welsh Government (TransportOrdersBranch@gov.wales) to ensure that appropriate materials (including draft Order[s]) are included in the statutory DNS pre-application consultation and publicity phase. The Applicant is encouraged to liaise with the LPA and seek their own legal advice when considering their consenting strategy.
ID.84	3.1.3	Borrow pits	PEDW notes the SR states that borrow pits are an intended component of the proposed development. LQAS states that if borrow pits are proposed, information must be provided on the size, extent and location of the borrow pits, as well as detail on restoration and after-use. LQAS highlights that the proposals must demonstrate at application that the borrow pits can be reclaimed to an acceptable standard and after-use through a detailed scheme. PEDW recommends the Applicant liaises directly with LQAS to ensure the required detail is provided in the ES. As borrow pits are to be included as part of the development, they are scoped into the ES in a proportionate manner and considered in the assessment where relevant.

9. Other Matters

This section does not constitute part of the Scoping Direction, but addresses other issues related to the proposal.

9.1 Revised Section 7 list of species and habitats

A Dear CPO letter was published on 1 April 2026 notifying of a revised Section 7 list of species and habitats under the Environment (Wales) Act 2016: <https://www.gov.wales/revised-section-7-list-species-and-habitats-under-environment-wales-act-2026>

The revised Section 7 list is available here: <https://www.gov.wales/section-7-list-species-and-habitats-principal-importance-wales>

Background information is available here: <https://www.gov.wales/section-7-habitats-and-species-principal-importance-maintaining-and-enhancing...>

The new list includes different definitions of habitats, making comparisons difficult, but the number of protected species has increased (e.g. vascular plants +232, 300% increase; invertebrates +277, 147% increase; birds +88, 173% increase; fungi +79, 293% increase; marine species +16, 29% increase).

Applicants should liaise directly with relevant Local Planning Authorities and NRW to ensure that the ES accounts for the updated Section 7 list, and that significant effects on all necessary habitats and species are reported in the ES.

9.2 Updated Guidance from the Design Commission for Wales

On 23 November 2023 the Design Commission for Wales published their updated guidance “Designing for Renewable Energy in Wales”. The guidance is available online:

<https://www.gov.wales/designing-renewable-energy-wales>

9.3 Habitats Regulation Assessment

The Conservation of Habitats and Species Regulations 2017 require competent authorities, before granting consent for a plan or project, to carry out an appropriate assessment (AA) in circumstances where the plan or project is likely to have a significant effect on a European site (either alone or in combination with other plans or projects). The competent authority in respect of a DNS application is the relevant Welsh Minister who makes the final decision. It is the Applicant’s responsibility to provide sufficient information to the competent authority to enable them to carry out an AA or determine whether an AA is required.

When considering whether or not significant effects are likely, applicants should ensure that their rationale is consistent with the CJEU finding (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A62017CN0323>) that mitigation measures (referred to in the judgment as measures which are intended to avoid or reduce effects) should be assessed within the framework of an AA and that it is not permissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European site when determining whether an AA is required (‘screening’). The screening stage must be undertaken on a precautionary basis without regard to any proposed integrated or additional avoidance or reduction measures. Where the likelihood of significant effects cannot be excluded, on the basis of objective information the competent authority must proceed to carry out an AA to establish

whether the plan or project will affect the integrity of the European site, which can include at that stage consideration of the effectiveness of the proposed avoidance or reduction measures.

Where it is effective to cross refer to sections of the ES in the HRA, a clear and consistent approach should be adopted.

The Planning Inspectorate's guidance for Nationally Significant Infrastructure Projects – Advice on Habitats Regulations Assessments may prove useful when considering what information to provide to allow the Welsh Ministers to undertake AA: <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-habitats-regulations-assessments>

9.4 SuDS Consent

Whilst a separate legislative requirement from planning permission, the Applicant's attention is drawn to the statutory SuDS regime that came into force in Wales in January 2019. The requirement to obtain SuDS consent prior to construction may require iterative design changes that influence the scheme that is to be assessed within the ES and taken through to application. As such, it is recommended that the applicant contact the local SuDS Approval Body early on.

In accordance with paragraph 7.6 of Technical advice note (TAN) 15: development, flooding and coastal erosion, applications submitted after 31 March 2025 where planning permission is being sought before SAB approval should be accompanied by a Drainage Statement. Figure 3 of TAN 15 sets out the required contents of a Drainage Statement.

Appendix 1: Consultation Responses

Mynydd Tryfan Wind Farm
PEDW
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Gofynnwch am / Please ask for: **Ceri Thomas**



Ein Cyf / Our Ref: **DC/ENQ/34176**

Eich Cyf / Your Ref:

Dyddiad / Date: **02/03/2026**

Site / Location: Mynydd Tryfan Wind Farm.
Land 3.7 km East of
Llansannan and 7.7 km West
of Denbigh

Proposal: The Proposed Development is for the installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development. It is envisaged that the Proposed Development will have a generation capacity of ~24MW.

Dear PEDW

Re: Your Scoping Report Consultation

Thank you for your consultation regarding the above matter.

On behalf of Conwy County Borough Council (CCBC), I would like to make the following comments in relation to the Scoping Report:

CHAPTER 5 - EIA SCOPING SUMMARY

The Scoping Report considers that Traffic and Transport would be scoped out, but that construction traffic would be managed by a Construction Traffic Management Plan (CTMP). The local highway authority advises that the CTMP scope must be agreed with the Local Authority, prior to its development. The CTMP must include:

- Proposals for the scheduling and timing of deliveries
- Loading and unloading areas
- Parking areas for site operatives and visitors during construction must be sufficient to prevent any cars associated with this development from parking on the adopted highway. The spaces (size) must adhere to CCBC SPG LDP2.
- The parking area must also have a compliant turning head to allow vehicles to enter turn around and exit in a forward gear.
- Pedestrian management proposals (if applicable)
- Proposals for routing of vehicles (delivery)
- Travel management plan
- On-site wheel washing facilities for duration of works
- Proposed TTRO to protect the free-flow of traffic
- Cleansing proposals of the Public Highways due to the development

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Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi /
We will respond to any correspondence in Welsh which will not lead to a delay.

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www.conwy.gov.uk/cynllunio www.conwy.gov.uk/planning
BT Cyfnewid Testun / BT Text Relay Service 18001 01492 574000

- Storage of plant and material used in constructing the development
- Temporary lighting proposals to ensure that illumination gear from any lighting source is not visible to motorists using the public highways.
- Bilingual (Welsh above English) traffic management signs schedule and location plan (to The Traffic Signs Manual and The Traffic Signs Regulations & General Direction Specifications).

CHAPTER 8 - ECOLOGY

The Council's Ecologist advises that non statutory designated sites are also scoped into the EIA to include Local Wildlife Sites Mynydd Tyrfan Heath Local Wildlife Site abuts and possibly overlaps the proposed application site (data available from COFNOD).

In response to the questions raised in paragraph 8.6 the Council's Ecologist advises:

- Yes agree.
- Yes agree red squirrels can be scoped out of assessment unless extensive removal of trees and hedgerow is required
- Yes agree, but recommend reasonable avoidance measures for amphibians and reptiles are included within Construction (and Decommission) Environmental Management Plans.

CHAPTER 9 – ORNITHOLOGY

In response to the questions raised in paragraph 9.5, the Council's Ecologist advises:

- Advise alignment with [Recommended bird survey methods to inform impact assessment of onshore windfarms | NatureScot](#) to conduct ornithological surveys over 2 years. Recommend further data is collected and reported to enable bird collision risk model calculations to be worked up in alignment with [Guidance on using an updated collision risk model to assess bird collision risk at onshore wind farms | NatureScot](#) :

The aim of this guidance is to promote a standardised approach to collision risk assessment for onshore wind farms, to increase the transparency of calculations and to promote greater confidence in the results. It will enable estimates from different wind farms to be more easily compared and combined to facilitate cumulative assessment.

Night time VP survey has also not been conducted. If night-time survey is not possible, expert assessment of likely levels of nocturnal activity for the target species in question should be sought, including at other sites if not at this site.

An environmental statement should clearly state the bird density used in collision calculations, expressed as birds per km² across the site, including birds flying at all heights. It should also state the proportion of birds estimated to be flying within the risk height band, i.e. between the lowest and highest points of the rotors. Where survey information leads to a range of perspectives on bird density, e.g. including or excluding data for buffer areas, the Environmental Statement should make clear which survey data has been used, and why.

- Not Applicable to the LPA.
- Yes, agree with the approach to cumulative assessment.
- Specific Habitat enhancement measures:
 - Low intensity grassland management for skylark (and other ground nesting bird species)
 - Improve condition and/or increase extent mosaic of habitats in Mynydd Tryfan Heath Local Wildlife Site (dwarf shrub heath/dry heath/acid grassland and broadleaved woodland mosaic)
 - Improving/ enhancing the native hedgerow network for the benefit of farmland birds.
- Agree with features including designated sites that are scoped out.
- An environmental statement for an onshore wind farm should include a quantitative estimate of collision risk for all bird species present on the site for which the level of risk has the potential to be important. This should include a view on the significance of that collision risk to the respective bird populations. Ensure CSM aligns with [Guidance on using an updated collision risk model to assess bird collision risk at onshore wind farms | NatureScot](#)

CHAPTER 10 - LANDSCAPE AND VISUAL

CCBC requests the inclusion of an additional viewpoint along the A548 north of Llyn Bran, due to its importance as a tourist route to and from the Eryri National Park and due to cumulative impacts with existing and consented wind farms in the Clocaenog area.

The Scoping Report does not identify whether it is proposed to scope in the impact on trees and woodlands. Whilst the presence of the turbines themselves is unlikely to have an impact on trees, the ES should address impacts of ancillary development, including accesses, cable routes and substations.

CHAPTER 11 – ARCHAEOLOGY AND CULTURAL HERITAGE

The Council's Conservation Officer advises that the following visualisations should be included in the assessment:

- Scheduled Monuments between 1km and 5km of the study area
- Grade I and II* listed buildings within 1-5km.

CHAPTER 12 – NOISE

In respect of paragraph 12.3.3 the Principal Environmental Health Officer notes:

“there are residential properties closer than the five selected for monitoring, Arllwyd and Tryfan Uchaf Farms, these have not been selected because they “have an involvement with the scheme” I assume this is financial involvement with the scheme. ETSU R 97 makes a dB allowance for properties with financial involvement in a proposed wind farm.

“The current occupiers of the properties (assume owner occupiers) and any potential occupier(s) (possibly tenants) should be considered in any noise assessment – the EIA make reference to this in 12.4.2.”

In respect of paragraph 12.6 “Key question for consultees”, the Principal Environmental Health Officer notes:

- “i) The proposed method of assessment is acceptable – it make reference to ETSU-R-97 and the IOA Good Practice Guide
- ii) I'm not aware of “other” noise sensitive receptors closer than the ones mentioned – however I reiterate my concerns that the current and any future occupiers of Arllwyd and Tryfan Uchaf Farms should be considered in any noise assessment”.

In respect of question (iii), the local planning authority does not have specific planning policies in respect of noise other than the general policies (DP/3, DP4, DP/6) in the Local Development Plan.

CCBC requests that PEDW takes the above comments into account in determining its Screening Direction.

Yn ddiffuant / Yours sincerely



ppPaula Jones

Rheolwr Rheoli Datblygu ac Adeiladu / Development and Building Control Manager



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Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi /
We will respond to any correspondence in Welsh which will not lead to a delay.

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From: Sion R Roberts <[REDACTED]>
Sent: 26 February 2026 14:17
To: PEDW – Seilwaith / Infrastructure <pedw.infrastructure@gov.wales>
Subject: Eryri NPA Initial Comments - DNS CAS-04707-X8P9X1 - Mynydd Tryfan Wind Farm

Good afternoon,

Thank you again for the opportunity to submit initial thoughts and comments on this proposal. Our initial brief thoughts are presented below;

As per the EIA Scoping request document, it is noted that the proposed development is located 16.7km from the National Park at its nearest point. The turbine specifications are noted as being 5x approx 180m to blade tip height.

The document notes and refers to the Authority's Supplementary Planning Guidance: Landscapes and Seascapes of Eryri. The LCA's in particular, which would be relevant to this proposal, would likely be;

- LCA 1: Ucheldir y Gogledd – one of the forces for change includes 'offshore wind turbines visible from the LCA impacting on the tranquillity and remoteness of the landscape'. This refers to the Rhyl Flats and Gwynt y Môr wind farms (with Awel y Môr soon to be added to this). There are also views to the east (inland) which have wind turbines dominating them from this LCA. This proposal would likely add to this visual impact and potentially further enhance the cumulative impact of wind farm developments when looking out of the National Park boundary
- LCA 2: Y Carneddau (including Carnedd Llywelyn viewpoint) – forces for change affecting landscape character includes "*wind turbine proposals outside the National Park (including distant offshore schemes) impacting on open, panoramic views from this LCA*"
- LCA 6: Coedwig Gwydyr
- LCA 7: Dyffryn Conwy

Par 10.2.10 notes that;

“The majority of the ENP lies outside the blade tip ZTV of the proposed wind turbines with theoretical visibility predicted to be limited to locations close to its north-eastern boundary, and from some elevated locations further south.”

It will be interesting to see this assessment when completed to see how many areas of the National Park are included within it, and what impacts the development may or may not have on the setting of the Park and views outwards.

We are satisfied with the proposed methodology at this point, as well as the inclusion of viewpoints such as Cefn Cyfarwydd, Carnedd Llywelyn and Tal Y Fan and look forward to further documents and assessments at later stages, which will allow us to provide further and more detailed comments on the proposal. Par 10.4.9 notes that the LVIA will identify the changes in landscape character, and views, throughout the life cycle of the proposed development, including cumulative interactions. This is one of our main concerns with developments such as these, in terms of the ever growing number of wind farm developments circling the National Park and its boundary.

Thank you

Sion

Sion Roberts MRTPI

Uwch Swyddog Cynllunio (Polisi) / Principal Planning (Policy) Officer

Awdurdod Parc Cenedlaethol Eryri / Snowdonia National Park Authority

Penrhyndeudraeth

Gwynedd

LL48 6LF

[REDACTED]

[REDACTED]

Gwefan/Website - www.eryri.llyw.cymru



Ein cyf/Our ref: CAS-297042-Q4X5
Eich cyf/Your ref: CAS-297042-Q4X5

pedw.infrastructure@gov.wales

Dyddiad/Date: 16 February 2026

Annwyl Syr/Madam/Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
(WALES) REGULATIONS 2017**

BWRIAD/PROPOSAL: The Proposed Development is for the installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development. It is envisaged that the Proposed Development will have a generation capacity of ~24MW.

LLEOLIAD/LOCATION: Mynydd Tryfan Wind Farm

Thank you for consulting Cyfoeth Naturiol Cymru (CNC)/Natural Resources Wales (NRW) on the scoping opinion request for the above application, which we received on 12 January 2026.

Please note that the comments provided herein are made without prejudice to any further advice we may need to give, or decisions we may need to take, should new information emerge that we will need to take into account.

We have reviewed the information provided in the Axis Environmental Impact Assessment: Scoping Report (Dec 2025) (Ref.5166-01-SCO-001). Where appropriate we have responded directly to the queries raised by the applicant in the report however this was not appropriate for all topics.

Our following comments include those matters within our remit that we consider will need to be taken into account and applied to the Environmental Impact Assessment (EIA) and the resulting ES. For ease of reference, our comments are provided in the order in which they are covered in the Scoping Report.

Peat & Peatland

1. We welcome the provision of the red-line boundary shapefiles. Based on the information currently available, the extent of peat within the site is likely to be localised and that project infrastructure may be capable of avoiding peatland impacts. However, as there is evidence of peat in the site, we require further investigation to confirm the presence or absence of peat across the site to be able to make a full assessment of the impacts on peat and peatlands.
2. We recommend using the Peatland of Wales evidence score to indicate the presence of peat at proposed site. The Peatland of Wales evidence scores for the southern section of the site has presented a low evidence score indicating peat could be present. While the map may not represent the full extent of peat and deep organic soils at the site, it is a significant step in identifying peat soils and should be utilised as first step of development. From the potential presence of peat on site we recommend conducting a phase 1 peat survey, conducted across a 100 m grid and supported by confirmatory coring. We would like to see the peat data mapped with site location, interpolated peat depth (extended into survey area), probing location and cores/auger (to confirm the probing is reliable), before recommending if a phase 2 peat survey is required. We feel this is required to confirm presence or absence of peat across the site.
3. All subsequent soil surveys should use the definition of peat soils set out by the Soil Survey of England and Wales (1980) as:
 - i. More than 40cm of organic (O horizon) material within the upper 80cm, excluding fresh litter (L) and living moss; or
 - ii. More than 30cm of organic (O horizon) material resting directly on bedrock (R or Cr) or skeletal material (in situ angular broken-up rock) and
 - iii. No overlying non-humose material mineral horizon that has a colour value of 4 or more and extends below 30cm depth.We **also** recommend the following additional definition: *“Where shallow organic soils under 30 cm deep are also supporting peatland habitat and/or integral to the hydrological functioning of wider peat bodies, these should also be defined as peatland habitats.”*
4. In some areas, natural heterogeneity may mean peat depth surveying should be undertaken on a finer scale than 50 m spacings. The peat and organic soil data obtained by hand augering and other peat condition data should be presented along with correlation to overlying vegetation type and communities. Peat depth mapping also needs to be presented against all planned development and associated plans for soil movement (if occurring).
5. It is noted under paragraph 6.5.5 (EIA scoping report) that during construction “stripping of turf/surface soil and shallow blanket peat” will be conducted around proposed infrastructure and with deeper peat being left beneath building. If peat is present on site we require a Peat Management Plan to quantify the volumes of peat (deep and shallow) being extracted, to set out handling, storage, reinstatement and aftercare. We recommend that any volumes of peat excavation during development to be calculated including organic soils under 30cm deep. Should there be any impacts on peatlands/peat soils then the drainage impacts of peatland should form part of any calculations of loss/damage to peat and peatlands. Removing topsoil of

vegetation or installing infrastructure that impacts drainage can cause drying out, erosion and peat oxidation. Similarly, changes in water table and moisture regimes from planned infrastructure can result in increased carbon dioxide emissions in peatlands. Therefore, as advised in PPW 12 (paragraph 1b of 6.4.15 of PPW 12) to safeguard irreplaceable habitats and peat, the infrastructure should seek to avoid areas of peat and peatland vegetation. This stepwise approach within paragraph 1b of 6.4.15 of PPW 12 seeks to minimise initial impact by, “maintaining the largest possible area of existing habitat supporting biodiversity and functioning ecosystems, particularly Section 7 habitats and species where present, by minimising development size and appropriate orientation on site”. Given the nature of the proposals and the limited potential peat and peatland vegetation, we believe that this could be avoided through strategic infrastructure and track placement.

6. We note that habitat surveys have already been conducted using UKHabs methods. We do not accept UKHabs survey but require that Phase 1 habitat survey of the whole site and National Vegetation Classification (NVC) surveys of semi-natural vegetation be undertaken. These surveys should be presented to understand the full impact on peat and peatland habitats. We have conducted a desk-based investigation and there appears to be wet heath and fen on southern section of the site (this overlapped with the area that was highlighted in Peatland of Wales map). Wet heath is a habitat published under Section 7. If these habitats also correspond to area with peat, these need to be protected under PPW 12. Peatland habitats are semi-natural habitats associated with both peat soils and shallow peat and listed under Section 7 of the Environment Act (Wales) 2016, with examples given in footnote 129 (p. 149) of PPW 12. Paragraph 6.4.15 1a and 1b and 6.4.34 of PPW covers all areas of peatland habitat on both peat soils (above 30 cm depth) and shallow peat soils (below 30 cm depth). The developer should note that if infrastructure is proposed in areas with a likelihood of deep peat, and/or peatland habitat, and will need to be justified in terms of this adoption of the stepwise approach.
7. NVC surveys should present both the conclusions of community placement and the underlying data that support the community placement should be presented. Where there are transitions between communities within stands of vegetation these should be mapped as community mosaics with an estimate of the proportion of each community type, again the underlying data that support the community placement should be presented. If possible, and where relevant, the guidance on NVC mire communities outlined in Turner (2010) should be followed. All colours used in the mapping should allow clear differentiation between different habitats and vegetation types.
8. The Phase 1 and NVC surveys should correlate the vegetation types to section 7 habitats and the depth of underlying peat/organic soils. Peatland habitats are semi-natural habitats associated with both peat soils and shallow peat and listed under Section 7 of the Environment Act (Wales) 2016. In cases where section 7 habitats occur on peat, then these must be considered part of the relevant section 7 peatland habitat. Deep peat and deep organic soils can often occur under vegetation that does not otherwise appear to be mire vegetation such as dry heath vegetation. These are still peatland habitats.

Water Resources

9. It is noted under paragraph 7.5.1 that any dewatering activities are considered negligible, however it must be noted that this is a large groundwater body and is also a vital resource used by Welsh Water to supplement drinking water supplies during times of prolonged dry weather. The dewatering activities need to be further investigated to fully understand the impact.
10. We note that borrow pits are proposed as part of the development. Where dewatering is required, the applicant may require an abstraction licence for any dewatering activities where volumes exceed 20 m³/day. We would also expect a Hydrogeological Impact Appraisal to be undertaken to assess potential impacts on groundwater and receptors for any such dewatering works. Relevant guidance is available here: [Natural Resources Wales / Find out if you need a licence for dewatering a mine, a quarry or for a civil engineering project](#)
11. We also note that the developer is awaiting a response from the local authority on private water supplies at the time of writing. Potential impacts of the proposed development on both water quality and quantity must be assessed and included in the Environmental Statement. Appropriate mitigation measures should also be identified where any risks to private supplies are identified.
12. We concur that a transfer licence should be scoped in as indicated in 7.5.16.
13. Paragraph 7.5.3 a designated maintenance/fuelling area with suitable spill kits and risk assessments for plant maintenance/fuelling should be constructed. It is recommended that all mobile plant containing fuel oil should carry a spill kit for a quick and immediate response.
14. Paragraph 7.5.6 states an increase in “flashiness” during design it will be required to scope in the utilisation of retention ponds/check dams/leaky dams etc to retain and slow water down to prevent further “flashiness” for the Elwy catchment.

Water Quality

15. Paragraph 7.5.1 It should be noted that a silt mitigation will be required on site during construction, through trackside drainage, settlement/catch pits etc. which can be controlled through a Construction Environmental Management Plan.
16. Paragraph 7.5.11 should also include no stockpiles are to be stored near watercourses.
17. Paragraph 7.5.12 A designated fuelling and maintenance area should be constructed to minimise risk of contamination, a secure maintenance compound with spill kits and appropriate hard standings.
18. Paragraph 7.5.14 The requirements under the Water Framework Directive should be considered in any future submission.
19. Paragraph 7.5.1 It should be ensured that suitable materials are used for hardstandings such as hard stone to prevent mulching of softer materials i.e. slate,

over a period of time these materials degrade and can lead to run off, suitable drainage arrangements should be in place for hardstandings once construction is complete.

Ecology

Protected Species

20. We agree with the approach to scope red squirrels out of the assessment, however, we recommend that the decision to screen out amphibians is verified with the Local Planning Authority's Internal Ecological Advisor. Any future application should consider and assess the potential for water bodies on the site to support great crested newt.

Bats

21. The proposed methodology in relation to bat species is considered satisfactory. We agree that the potential effects on bats arising from the proposed development are likely to be significant and therefore require detailed assessment within the EIA.
22. This should include assessment of current conservation status and favourable conservation status (FCS) of relevant bat species during the construction, operational, and decommissioning phases of the scheme. And assessment of risks of incidental injury or killing during the operational phase in accordance with Regulations 52 and 53 which should address, collision risk and barotrauma.
23. The EIA should consider and, where necessary, provide appropriate mitigation for bats. This should include, micro-siting of turbines away from linear features that may act as bat commuting or foraging routes, blade feathering and curtailment/ smart curtailment measures to reduce collision risk during periods of high bat activity.
24. We also welcome proposals for enhancements, both on-site and off-site. In designing enhancements, consideration must be given to any consequent implications for bat foraging and dispersal, ensuring that enhancement measures do not unintentionally create ecological barriers or displacement effects.

Otter and Water Vole

25. We concur that the effect on water vole and otter has the potential to be significant. The EIA should consider current conservation status and favourable conservation status during construction, operation and decommissioning phases of the scheme.

Dormouse

26. While dormouse has not been referenced specifically, any future application should consider the potential impacts of the project on this species.

Biosecurity

27. Biosecurity should be considered during construction and operation of the proposed development.

Description of Biodiversity

28. The EIA must include a description of all existing natural resources and wildlife interests within and in the vicinity of the proposed development, together with a detailed assessment of the likely impacts and significance of those impacts.

Significance and Favourable Conservation Status

29. We advise that EIA considers significance (both alone and in combination) and where applicable conservation status. In respect of conservation status, we advise consideration to be given to current conservation status (CCS), and demonstration of no likely detriment to maintenance of favourable conservation status (FCS) during construction, operation and decommissioning phases of the scheme. Reference to CCS and FCS in accordance with [EC Guidance](#)¹ is advocated.

Key Habitats

30. Any habitat surveys should accord with the NCC Phase 1 survey guidelines (NCC (1990) Handbook for Phase 1 habitat survey. NCC, Peterborough). We advise that Phase 1 surveys are undertaken and completed during the summer to ensure the best chance of identifying the habitats present. We also advise that Habitats Directive Annex 1 habitats are identified as part of this assessment.

Overarching ecological considerations

31. We advise the site is subject to assessment to determine the likelihood of protected species and that targeted species surveys are undertaken for all species scoped in. These should comply with current best practice guidelines and if the surveys deviate or there are good reasons for deviation that full justification for this is included within the EIA.
32. Should protected species be found during the surveys, information must be provided identifying the species-specific impacts in the short, medium, and long term together with any mitigation and compensation measures proposed to offset the impacts identified. We advise that the EIA sets out how the long-term site security of any mitigation or compensation will be assured, including management and monitoring information and long term financial, tenure, and management responsibility. Where the potential for significant impacts on protected species is identified, we advocate that a Conservation Plan is prepared for the relevant species and included as an Annex to the EA. In respect of European protected species, we advise consideration of Section 3.3.2 of [Guidance on the strict protection of animal species of Community interest under the Habitats Directive](#).
33. Where a European Protected Species is identified and the development proposal is predicted to likely contravene the legal protection they are afforded, a licence should be sought from NRW. The EIA must include consideration of the requirements for a licence and set out how the works will satisfy each of the three

¹ [EUR-Lex - C\(2021\)7301 - EN - EUR-Lex \(europa.eu\)](#). See section 3.2.3.b) re conservation status

requirements as set out in the Conservation of Habitats and Species Regulations 2017 (as amended).

34. Where a European Protected Species is present and a development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

(a) It satisfies an appropriate derogation or licencing purposes, which in the case of development is most likely to be preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment;

(b) There is no satisfactory alternative and,

(c) The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

35. These requirements are translated into planning policy [through Planning Policy Wales \(PPW\) Edition 12](#), dated February 2024, sections 6.4.35 and 6.4.26 and Technical Advice Note (TAN) 5, Nature Conservation and Planning (September 2009). The planning authority should take them into account when considering development proposals where a European Protected Species is present and *avoid developments with planning permission subsequently not being granted derogations in relation to European protected species, planning authorities must take the above three requirements for derogation into account when considering development proposals where a European protected species is present.*

36. Selection of species subject to the scope of the EIA to be informed by the below table.

Local Biodiversity Interests

37. We recommend that the developer consults the local authority Ecologists on the scope of the work to ensure that regional and local biodiversity issues are adequately considered, particularly those habitats and species listed in the relevant Local Biodiversity Action Plan, and areas that are considered important for the conservation of biological diversity in Wales.

38. NRW would expect the developer to contact other relevant people/organisations for biological information/records relevant to the site and its surrounds. These include the relevant Local Records Centre and any local ecological interest groups (e.g. bat groups, mammal groups).

39. No mention in the desk-based survey the search for SINC's (Sites of Importance for Nature Conservation). Mynydd Tryfan is one such site, important for its dry dwarf shrub heath, acid grassland and broadleaved woodland.

40. 8.3.16. states that invertebrates should be scoped out. Please note that there are records on Aderyn for butterflies namely Purple Hairstreak, Small Heath and Wall. These records are from 1984, but a survey should be undertaken at the appropriate

time. Grassland/heathland/woodland may form a good mosaic habitat supporting invertebrates.

Protected Sites

41. Paragraph 8.22. The Environment (Wales) Act 2016 should be added within the legislative framework
42. Table 8.1- Results of Designated Site Search, the following sites should be included
 1. Coedydd ac Ogofau Elwy a Meirchion SSSI/ Coedwigoedd Dyffryn Elwy SAC (this is the woodland SSSI on limestone and also has hibernating bats as a feature).
 2. Coedydd Derw Elwy is an Oak woodland SSSI to the Northwest of the site (approx. 5.59km)
43. Also the table does not include other features such as breeding bird assemblage for Mynydd Hiraethog, further details in the ornithology section of our response and the Bryophyte assemblage.
44. Invertebrates should be scoped in.

Ornithology

45. Table 9.3 outlines the scoped in elements of the ornithology field survey programme. Based on the information provided, it is agreed that the survey types scoped in are appropriate. Furthermore, given the nature and location of the site, it is agreed that surveys for nightjar and black grouse could be scoped out at this stage. No international sites with migratory geese as a qualifying feature are located within 20km of the site.
46. The viewsheds provided for the vantage point (VP) locations are considered acceptable with adequate coverage of both the turbine location and surrounding habitat.
47. Paragraph 9.3.13 of the EIA Scoping Report details a series of species lists used to draw up target species for the proposed survey work. This should also include bird species listed as Priority Species on Section 7 of the Environment Act (Wales) 2016.
48. We welcome reference to Birds of Conservation Concern Wales 4 (BoCCW4) (Birds_of_Conervation_Concern_Wales_4pdf); this reference should be used throughout the ES.
49. Determining the importance of species and populations identified from surveys should refer to Wales specific resources and publications where practical. Relevant population estimates can be found in, but no limited to, Hughes et al. 2020 (Wales), Birds of Wales/Adar Cymru (Pritchard et al. 2021), Woodward et al. 2020 (UK/Britain), and the UK Rare Breeding Birds Panel. County Bird Reports, and the Welsh Bird Reports may also contain relevant information. The ES should specify

the references and population data used to determine the geographical importance of on-site species.

50. The application site is located approximately 3.2km north of the Mynydd Hiraethog SSSI which includes curlew, snipe, merlin and kestrel as qualifying features. Furthermore, the Mynydd Hiraethog SSSI is located in the Mynydd Hiraethog Important Curlew Area (ICA) (Recovery Plan | Curlew Wales). Given the importance of the area for curlew, it is advised that the buffer area for curlew is expanded to 800m.
51. The applicant proposes to discuss the results of the Year 1 surveys following completion of a full year of survey work. Due to the size of the proposed windfarm, it is advised that a minimum of two years survey work is undertaken to allow for variability in bird use between years.
52. We agree with the proposed ornithological assessment approach. Determining the importance of species and populations identified from surveys should refer to Wales-specific resources and publications, where practical, with the data sources listed in paragraph 9.4.5. deemed appropriate. In particular, given the results provided thus far, we welcome the specific attention given to BTO Research Report 766, 'Modelling population-level impacts of wind farm collision risk on Welsh Red Kites' in the scoping report.
53. "Does NRW have any updated population estimates (regional or national) for IOFs including merlin, curlew, lapwing, peregrine and hen harrier?"

Curlew

54. The Curlew Recovery Plan, adopted in 2021, estimated the Welsh curlew population to be between 400 and 1700 breeding pairs, with a 6% annual decline. The Plan identified the location of twelve ICAs including the Mynydd Hiraethog ICA, located 3.2km south of the application site. The predicted curlew population for this ICA in 2020 was 30-35 pairs.
55. The national population estimate for lapwing is 600 pairs using data extrapolated from the 2015-19 estimate provided by Pritchard et al. 2021.
56. Hen harrier population data from 2023 (Kelly et al, 2025) estimates the Welsh population at approximately 40 territorial pairs.
57. Pritchard et al (2021) estimated the Welsh merlin population at 46 pairs based on Rare Breeding Birds Panel (RBBP) data from 2014-18.
58. "Do consultees agree with the approach to cumulative assessment?"
59. We agree with the proposed cumulative ornithological assessment approach.
60. "Are there any specific habitat enhancement measures that consultees would recommend at this location?"
61. No specific habitat enhancement measures can be recommended without full survey results from the site. However, applicants should follow the stepwise

approach detailed in Chapter 6 of Planning Policy Wales 12. In some instances, mitigation may need to take the form of curtailment or redirection of activities during particular times of year. Where buffer distances are required or need to be considered then reference should be made to Goodship & Furness 2022 or alternative published references for species not listed within Goodship & Furness 2022.

62. "Do consultees agree with the proposal to target species with ≥ 3 at-risk flights or with > 10 birds at-risk flights with CRM analysis"

63. CRM analysis should follow the updated guidance by Band et al (2024) (NatureScot Research Report 909 - Using a collision risk model to assess bird collision risks for onshore wind farms | NatureScot).

Landscape

64. Our advice relates to the landscape character and visual amenity of the Clwydian Range and Dee Valley (CRDV) National Landscape (the name for the legally designated Area of Outstanding Natural Beauty (AONB), and Eryri National Park (ENP) and their settings, and the statutory purpose of the designation to conserve and enhance their natural beauty.

65. Our advice is based on the *Mynydd Tryfan Wind Farm Environmental Impact Assessment (EIA) Scoping Report*, Axis, December 2025 (Scoping Report). In particular:

- *Chapter 4: Overarching Assessment Methodology*
- *Chapter 5: EIA scoping summary*
- *Chapter 10: Landscape and Visual*
- *Table 5.1 Summary of Proposed EIA scope*
- *Table 10.1 Proposed Viewpoints*
- *Figures 10.1 to 10.4 which includes Zone of Theoretical Visibility (ZTV) analysis*
- *Appendix 1 Landscape and Visual Impact Assessment (LVIA) Methodology*

66. This application is for the installation and operation of a Wind Farm of up to 5 wind turbines up to a tip height of 180 metres and associated ancillary development. The DNS notification (PEDW) section 5 (description of proposals) states that '*It is envisaged that the Proposed Development will have a generation capacity of ~24MW*' this would feed into an electricity generating station of between 10 and 350MW.

67. The site is located approximately 3.7km east of the settlement of Llansannan and 7.7km west of the settlement of Denbigh in Conwy and comprises approximately 145.5 ha of land.

68. The Site is open in character with limited trees and foliage being topographically varied, sloping from the east to the west from approximately 381m to 277m AOD. The immediate surroundings include land of a rural and agricultural character, delineated by dry stone walls, hedgerows and fences. The northern, eastern and western boundaries are mainly agricultural whereas the southern boundary is predominantly heathland and not agriculturally used.

69. The site also lies 16.7km from the boundary of ENP and 11.9km from the boundary of CRDV NL (including the Glyndwr proposed National Park)¹.

Background

70. The proposed development is located inside a Pre-Assessed Area (PAA1) for Wind Energy in *Future Wales: The National Plan 2040* (FW). To accord with FW Policy 18, proposals should not have an unacceptable adverse impact on the surrounding landscape, particularly on the setting of National Parks and National Landscapes.

71. Design guidance prepared to support FW Policies 17 and 18 is set out in *Designing for Renewable Energy in Wales*, Design Commission for Wales, November 2023. This recognises the importance of landscape informing the design of large-scale renewables, and states '*Landscape should be the leading consideration in this process and not merely follow on in the form of 'landscape mitigation' of a predetermined engineering proposal and technical appraisal*' (page 19).

72. Planning Policy Wales (5.9.21), confirms that '*low carbon energy developments should, wherever possible, consider how to avoid, or otherwise minimise, adverse impacts through careful consideration of location, scale, design and other measures*' which we advise include the number, siting, and layout/arrangement of turbines.

LVIA Methodology and Scope

73. A landscape and visual impact assessment (LVIA) will be prepared as part of the Environmental Statement (ES).

74. Paragraph 10.2.4 states that the LVIA will be a development-specific process that will accord with Article 6C of the European Landscape Convention. The LVIA methodology is provided in Appendix 1 and states that the LVIA will be '*based on the non-prescriptive Guidelines for Landscape and Visual Impact Assessment ('the GLVIA') (3rd edition 2013, Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3) and also referencing 'Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3) ('LITGN-2024-01') published by the Landscape Institute in 2024*'.

75. Paragraph 10.4.2 lists the guidance that will inform the LVIA methodology, we welcome that this includes:

- *Guidance on Aviation Lighting Impact Assessment*, NatureScot, 2024
- *Special Landscape Qualities - Guidance on assessing effects*, NatureScot, 2025
- *Good Practice Guidance: Planning for the Conservation and Enhancement of Dark Skies in Wales*, Welsh Government, 2025
- Visual Representation of Development Proposals. Technical Guidance Note 06/19, Landscape Institute and
- Using LANDMAP in Landscape and Visual Assessments Guidance Note 46 (GN46), Natural Resources Wales (NRW)
- National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment, Planning Inspectorate 2024

76. Whilst we generally concur with the methodology proposed, the genesis of the table describing assessment of landscape susceptibility to change (table 2 Appendix 1) is unclear and some elements on susceptibility demand further explanation (e.g. where large scale landscapes with broad expansive views are deemed to have lower susceptibility to wind energy development). This may not always be the case in the settings of large scale statutory landscapes designated for their large expansive views, visual amenity and tranquillity. We welcome the susceptibility descriptions relating to visual receptors in section 4.24 of appendix 1. The application of assessment methodology will need to be clearly expressed in the LVIA.
77. We agree with the scoping assessment that potential impacts on the visual amenity and special qualities of CRDV, ENP and the proposed Glyndwr National Park (GNP) are included in scope whilst Anglesey National Landscape is out of scope due to its distance beyond the ZTV theoretical visibility.

Study areas

78. 10.4.13 states that Zone of Theoretical Visibility mapping (ZTV) is prepared in accordance with Nature Scot guidance in relation to wind farm visualisations (*Visual Representation of Wind Farms. Version 2.2, 2017*) and the study area proposed (as indicated on Figures 10.1 to 10.4 is 45km for visual effects and 20km for landscape effects. We confirm this accords with the advice set out in NRW GN46.
79. We note that 10.4.5 confirms that *effects on all statutory landscape designations within the 45km Study Area, and all non-statutory designations within the 20km Study Area will be assessed, where any of these designations are overlapped by the blade tip ZTV (refer to Figure 10.1, 10.2, 10.3 and 10.4)*. We agree that the focus of the assessment should be upon whether and how the purposes and special qualities of the designations would be affected by the Proposed Development and welcome the indication of both CRDV and ENP boundaries on these figures together with the proposed National Park boundary.
80. We concur that the Aviation Lighting Impact Assessment (ALIA) should extend over a 20km Study Area. However, we would also expect that effects on dark skies within the statutory landscapes to be assessed within the LVIA due to these being an important consideration for the special qualities relating to tranquillity and in relation to the ENP status as an International Dark Sky Reserve and CRDV move towards this status. Assessment of the impact of aviation warning lighting on dark skies should be included and night time viewpoint visualisations would be expected for both ENP and CRDV NL. The current proposal is for VPs 3, 5, 7 and 9 to include nighttime visualisations. We advise VP 13 should also be included.

Landscape and Visual Effects

81. The ZTV combined with landscape character areas indicated at Figure 10.2 and visual effects and viewpoints at Figure 10.3 and 10.4 suggests effects of the development will likely extend to both Eryri National Park and more significantly to CRDV NL where most of the western fringe of the National Landscape would have visibility of all 5 turbines.

82. Proposed Viewpoints (VP) are identified in Table 10.1. (page 106 of the scoping report). We welcome that Viewpoints 1,2 and 3 are within the CRDV NL and viewpoints 13,14 and 15 are identified within ENP and that VP's relate to receptors using named routes.
83. Detailed viewpoint locations should be agreed with the LPAs and grid references should be provided for each for ease of identification.
84. We welcome the approach in 10.4.28 that special qualities of the protected landscape designations are assessed in: i) ENP ii) CRDVNL iii) Candidate GNP.

Capacity and Cumulative Effects

85. Paragraph 10.4.8 states that *Guidance published by NatureScot in respect of cumulative effects recommends that other wind energy developments within 60km from the proposed turbines are mapped, and that the Study Area for the cumulative assessment should typically extend to at least 35km from the proposed turbines.*
86. This section states that *'Given the extent of the blade tip ZTV of the Proposed Development, and the disposition of cumulative schemes, the 45km Study Area described above is a suitable extent for both the mapping of cumulative schemes and the assessment of cumulative effects.'*
87. Whilst we agree generally with this approach, we advise that as this proposal is wholly inside PAA1 which is still initiating wind proposals but is also in proximity of PAA2 which has a large number of established and approved proposals, the cumulative impacts with existing and consented renewable energy schemes should include all schemes within both PAAs. We advise that cumulative effects should not be confined solely to wind energy but should also include other renewable energy schemes within the landscape such as solar photovoltaic and associated power infrastructure.

Mitigation

88. We advise the principles outlined in *Designing for Renewable Energy in Wales* should be considered as part of the evolution of the scheme design. Determining the appropriate turbine layout should be based on rigorous analysis, testing and response to the landscape setting. We expect the ES will explain how the findings of the LVIA have informed the design process, including the location, scale, number, siting, and layout/arrangement of the turbines. Reducing the intensity of aviation warning lighting during good visibility should also be incorporated into the proposals

Summary

89. We are generally satisfied with the methodology and scope subject to the points raised above.
90. We advise there are likely to be effects from the development on the ENP and more significantly the CRDV NL (including the proposed GNP) where the western extents of the statutory landscape will have visibility of all 5 turbines. It is likely that there will

be some cumulative effects in combination with other energy developments in PAA1 and 2.

91. We agree with the Summary of proposed EIA Scope at Table 5.1 confirming that Landscape and Visual impacts are scoped in assessing construction and operational effects and we note the proposed contents of the ES as set out in Table 14.1.

Other Matters

The advice in this letter relates to matters which are included on our [consultation topics list](#). We do not rule out the potential for the proposed development to affect other environmental interests that are not included on this list.

Our advice is made without prejudice to comments we may subsequently wish to make when consulted on any planning application, the submission of more detailed information or an Environmental Statement.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to our [website](#) for further details.

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

Yn gywir / Yours faithfully,

Ruth Prichard

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

E-bost/E-mail: northplanning@cyfoethnaturiolcymru.gov.uk

Croesewir gohebiaeth yn Gymraeg a byddwn yn ymateb yn Gymraeg, heb i hynny arwain at oedi./Correspondence in Welsh is welcomed, and we will respond in Welsh without it leading to a delay.

Planning and Environment Decision Wales

Eich cyfeirnod
Your reference

CAS-04707-X8P9X1

Ein cyfeirnod
Our referenceDyddiad
Date

16 February 2026

Ebost
Email:Cadwplanning@gov.wales

Dear Sir / Madam,

Scoping opinion - Installation of up to 5 turbines, Mynydd Tryfan Wind Farm

Thank you for asking for Cadw's view on the above.

As the Welsh Government's historic environment service, Cadw has been asked to provide advice for a scoping opinion in regard to the methodology and issues that will need to be considered in an Environmental Impact Assessment (EIA) for the above proposed development.

Cadw has considered the extent to which the proposals affect those nationally important historic assets that form the historic environment, including scheduled ancient monuments, listed buildings, registered historic parks, gardens and landscapes.

These views are provided without prejudice to the Welsh Government's consideration of the matter, should it come before it formally for determination.

Advice

Within a 5km developer ZTV to blade tip:

Scheduled Monuments

DE082 Mynydd y Gaer Camp
DE101 Plas Newydd Round Barrow
DE187 Bryn-Nantllech Round Barrow
DE197 Hwlfordd Round Barrows
DE282 Moel Fodiar Tumuli

Registered Parks and Gardens

PGW(C)32(DEN) Foxhall Newydd
PGW(C)58(DEN) Gwaynynog
PGW(Gd)55(CON) Plas Uchaf, Llanefydd

Registered Historic Landscape

HLW (C) 5 Denbigh Moors

Listed Buildings

	Pont-y-Gwyddel (partly in Llanfair Talhaiarn community)	II
159	Llechryd	II
161	Plas Uchaf	II*
162	Egryn and attached barn	II
173	Ty Gwyn	II
202	L-shaped Agricultural Range at Plas Uchaf	II
204	Former Stable Block at Plas Uchaf	II
206	Primary Domestic Range at Llechryd	II
209	Barn at Llechryd	II
210	Carthouse and Stable Range at Llechryd	II
211	Church of St Sannan	II*
212	Plas Isaf	II*
213	Pont Rhydyrarian	II
214	Fforest	II
215	Group of Four Mausolea at the Church of St Sadwrn	II
1072	Detached Belfry Tower at the Church of St Sadwrn	II*
1073	Llindir Inn	II
1074	Bryn-y-Ffynon	II
1075	11, School Street, Henllan, Denbigh	II
1076	Pont Deunant	II
22080	Pont Pengwern	II

The request for a scoping opinion is accompanied by a scoping report produced by Axis with Section 11 Archaeology and Cultural Heritage being prepared by AOC Archaeology Group.

In general, we agree with the methodology and assessment methodology given in section 11 and are in agreement with the proposed study areas. Section 11 concludes with five questions to consultees. Our answers are given below:-

i) Are there any additional sources of baseline information which should be referred to, to inform the appraisal of effects on cultural heritage?

No

ii) Are the proposals to scope out certain elements of cultural heritage from detailed assessment appropriate, including the proposal to scope out the ASIDOHL2 assessment?

We would expect a stage 1 assessment, following the guidance given in "Setting of Historic Assets in Wales" to be produced for all designated historic assets inside the study areas, which will determine which designated historic assets will require stage 2 and 3 assessments. The results of the stage 1 assessment should be included in the EIA as an appendix.

We agree that an ASIDOHL2 Assessment is not required in this case as the application area is outside the boundary of the Registered Historic Landscape.

However, the impact of the proposed development on the Registered Historic Landscape will continue to be a material consideration in the determination of the application, therefore the impact of the proposals on the setting of the of the Registered Historic Landscape should be assessed using the guidance given in "Setting of Historic Assets in Wales".

iii) Is the proposed methodology clear and appropriate?

The proposed methodology is clear except for the timing of the potential evaluation works described in Section 11.4.16. Section 6.1.26 of Planning Policy Wales states:-

Where archaeological remains are known to exist or there is a potential for them to survive, an application should be accompanied by sufficient information, through desk-based assessment and/or field evaluation, to allow a full understanding of the impact of the proposal on the significance of the remains

Therefore, if archaeological sites are identified during the desk-top assessment or the walkover survey than the archaeological evaluation works to establish their extent purpose and significance will need to be carried out before the completion of the EIA so that the results of the work can be included in it.

iv) Are there any assets beyond the proposed Study Areas that consultees would like to see scoped into the assessment?

None identified

v) Are there any visualisations that the consultees would like to see as part of the assessment?

Views from scheduled monuments DE101 Plas Newydd Round Barrow; DE197 Hwlfordd Round Barrows and DE282 Moel Fodiar Tumuli.

Should you require any further information or clarification, please do not hesitate to contact us.

Yours sincerely

Nick Segust
Historic Environment Inspectorate / Arolygiaeth yr Amgylchedd Hanesyddol



Llywodraeth Cymru
Welsh Government

Planning and Environment Decisions Wales
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Eich cyf / Your ref CAS-04707-X8P9X1

Ein cyf / Our ref 26/NM-7895

11 February 2026

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

Mynydd Tryfan Wind Farm

Installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development. It is envisaged that the Proposed Development will have a generation capacity of ~24MW.

I refer to your pre-application consultation of 12th January 2026 regarding the above development, and advise that should the applicant submit a full planning application in respect of the above proposed development, the Welsh Government as highway authority for the Strategic Road Network (SRN) would request that the applicant provide the following information to support the full application;

- 1) Upon confirming the point of access to the development site from the trunk road network, the applicant will be required to provide full Design Manual for Roads and Bridges (DMRB) compliant engineering details in respect of the proposed site access from the trunk road.

This shall include visibility splay and Stopping Sight Distance (SSD) information relating to the proposed site access in accordance with the requirements of both CD 109 and CD 123 of the DMRB;

Any non-compliant elements of the proposed access design will be required to be identified and Departure from Standards submissions submitted as required to the Welsh Government for review, as Overseeing Organisation for the Strategic Road

- 2) The applicant will be required to submit a Construction Traffic Management Plan (CTMP) that shall be to the satisfaction of both the Local Authority and the Welsh Government and which shall contain details of all required Abnormal Indivisible Load (AIL) movements along the trunk road network.



BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE

Sarn Mynach
Cyffordd Llandudno
LL31 9RZ

Sarn Mynach
Llandudno Junction
LL31 9RZ

- 3) The applicant will be required to identify and provide full details of all accommodation works required on the trunk road network to facilitate the transportation of all development
- 4) The applicant will be required to provide a Transport Assessment.
- 5) The applicant is advised that should the need for any necessary accommodation works be identified along the Strategic Road Network, they will be required to enter into a S278 Agreement under the Highways Act with the Welsh Ministers to facilitate the construction of any such measures.
- 6) As regards the submitted Environmental Scoping Report, I would advise that the Welsh Government Strategic Road Network (SRN) team would like to be consulted regarding any environmental impacts on the SRN and associated soft estate during design development and the Environmental Statement, where any necessary accommodation works are identified on the SRN.

It would be expected that:

- a) potential pathways to environmental contamination of the SRN (i.e. soft estate and water drainage systems) are anticipated and controlled appropriately;
- b) the loss of semi natural habitats of value to biodiversity on the SRN soft estate is avoided where possible and mitigated and compensated for where impacts cannot be avoided;
- c) opportunities to provide biodiversity enhancements within and adjacent to the SRN soft estate should be perused such that there is a net benefit for biodiversity as a result of any works related to the SRN, in accordance with the Section 6 Enhanced Biodiversity Duty under the Environment (Wales) Act 2016.'

If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully

Paul Cuddy



Welsh Government Motorway and Trunk Road Network

‘Pulling Together’ Best Practice for Transporting Abnormal Loads in Wales

Instructions for use:

This guidance document is intended for use by hauliers and developers planning to generate abnormal load movements on Trunk Roads and Motorways in Wales.

It outlines the statutory process for planning and conducting safe and effective abnormal load movements in agreement with all relevant authorities and organisations.

This document supersedes any previous advice issued by the Welsh Government regarding this process.

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1 INTRODUCTION

1.1 Document purpose

Our highways are, in the most part, built to accommodate a certain maximum vehicle size and weight. These vehicle limits are defined and upheld by UK law and most daily movements can be completed within them. However, some particular vehicle types and indivisible freight loads fall outside these limits and so are known as 'abnormal loads'. These typically include:

- Vehicle carrying an oversize or overweight load
- Mobile cranes
- Engineering plant
- Road recovery vehicles

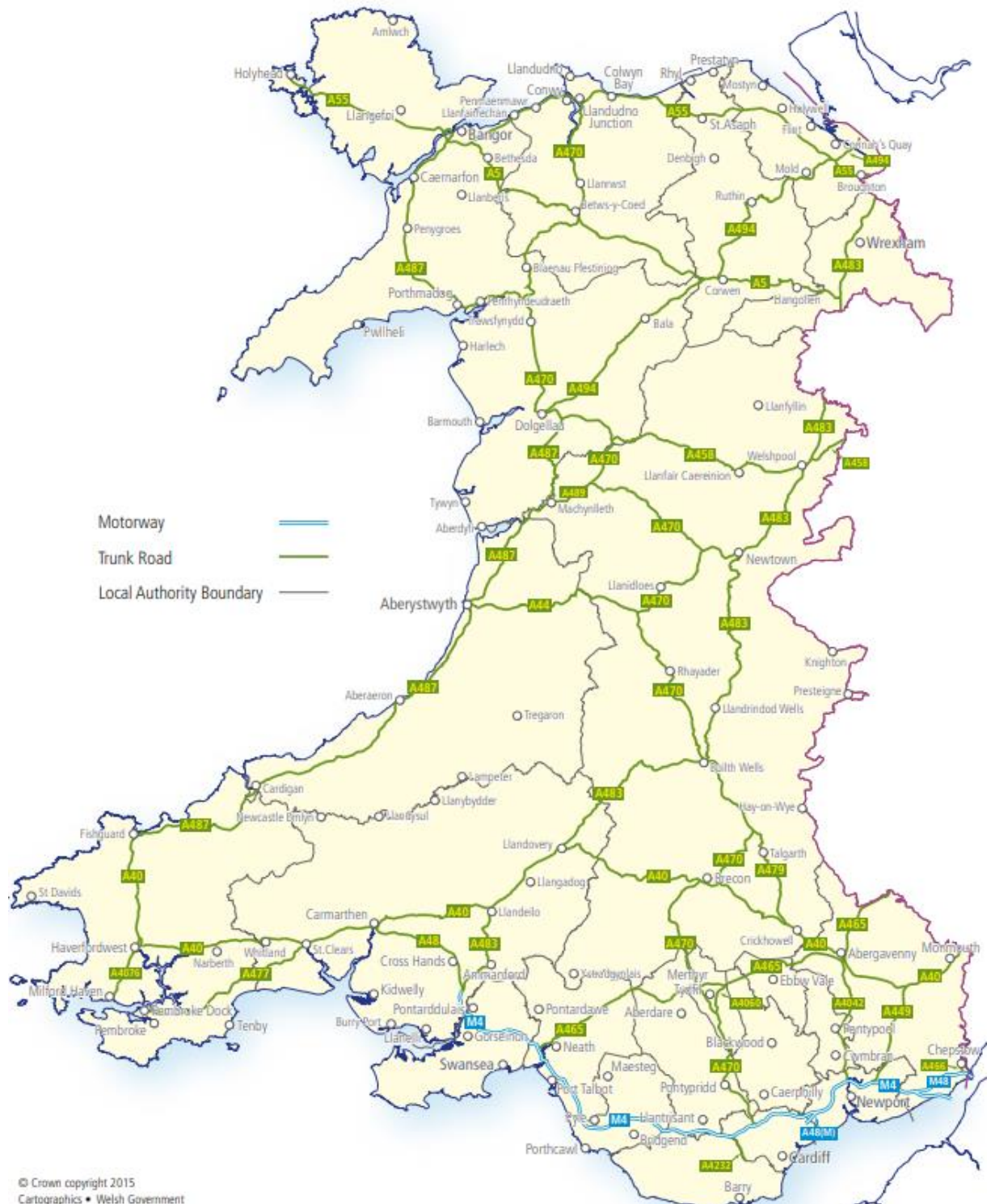


The movement of these types of loads by road is essential for supporting the UK economy, but it is also essential that the movements are carefully planned and executed to ensure they can be safely accommodated by the highway network. Movements of abnormal loads on the Welsh trunk road network (see Figure 1) can include vehicles as large as 8m wide, 55m long and 135te, while many thousand abnormal load movements take place in Wales every year. The consequences of these types of journeys being unplanned or poorly executed can therefore be significant, and include:

- Damage to the network when abnormally wide or heavy loads travel over weak structures or along narrow roads
- Delay to all road users if movement timing or route is poorly planned
- Harm to wider public if mismanaged movement results in an accident

- Delays and cost implications to industry when vehicles unable to complete journey on time

Figure 1 Trunk Road Network Wales (Traffic Wales, 2015)¹



¹ <https://traffic.wales/sites/default/files/2018-10/151021-wales-trunk-roads-map-en.pdf>

To avoid such impacts and their potential legal consequences, those responsible for transporting abnormal loads by road in the UK are required by law to plan and execute each movement in agreement with relevant authorities to ensure the incident-free passage of every load from origin to destination.

Welsh Government is the devolved government for Wales. The Welsh Ministers are the Highway Authority for trunk roads and motorways in Wales under the Highways Act 1980. They are supported by civil servant officials who work across devolved areas that include key areas of public life, including transport and the management of trunk roads and motorways.

This document therefore comprises a Welsh Government Procedure and Advice Guidance (PAG) document which aims to summarise the legal process which must be followed in the planning and execution of all abnormal load movements on trunk roads within Wales and to clarify the roles and responsibilities of the various parties involved.

By pulling together, we make roads in Wales safer and more effective.

1.2 Document structure

The document is structured as follows:

- The legal definition of an abnormal load is discussed in Section 2
- Guidance on vehicle preparation is provided in Section 3
- Guidance on journey preparation is provided in Section 4
- Planning for abnormal loads through the development control process is outlined in Section 5
- A summary of roles and responsibilities is presented in Section 6, and
- A list of useful contacts is provided in Section 7

1.3 Intended audience

This document is primarily addressed at the party responsible for conducting an abnormal load movement on Welsh trunk roads (most commonly the haulier), but is relevant to all parties involved in its safe planning and execution, as follows:

- Consigners/agents
- Hauliers
- Attendants
- Escorting services

- Police
- DVSA
- Highway Authorities and other bridge owners
- Planning authorities
- Developers / agents or consultants
- Statutory utilities

1.4 List of abbreviations

The following abbreviations are used throughout this document:

- AIL – Abnormal Indivisible Load
- ALO – Abnormal Loads Officer
- AWR – Road Vehicles (Authorised Weight) Regulations 1998
- STGO – The Road Vehicles (Authorisation of Special Types) (General) Order 2003
- C&U – The Road Vehicles (Construction and Use) Regulations 1986
- DBFO – Design, Build, Finance, Operate companies
- DMRB – Design Manual for Roads and Bridges
- HA&BO – Highway Authorities and other Bridge Owners
- NH – National Highways (*previously Highways England*)
- DVSA – Driver and Vehicle Standards Agency
- LA – Local Authority
- NMWTRA – North and Mid Wales Trunk Road Agent
- SWTRA – South Wales Trunk Road Agent
- TAA – Technical Approval Authority
- TMP – Traffic Management Plan
- TTRO – Temporary Traffic Regulation Order
- WG – Welsh Government

2 CATEGORIES OF ABNORMAL LOAD

Abnormal loads, and the obligations of those moving them, are defined in the UK by legislation. This section provides a summary of the different legal categories of abnormal load and their implications.

2.1 Normal vehicle definition

The maximum size and weight of vehicles which can use the UK road network without journey notification having to be provided to relevant authorities is defined by the following regulations:

- The Road Vehicles (Construction and Use) Regulations 1986 – “C&U”
- Road Vehicles (Authorised Weight) Regulations 1998 – “AWR”

These permit a vehicle and its load to use UK roads without notification as long as the combination falls within the following maximum size and weight limits:

- Rigid length: up to 18.65m
- Width: up to 2.9m
- Weight: up to 44,000kg
- Axle load: up to 10,000kg (or 11,500kg for single driving axle)

If a vehicle and its load lie outside any of these limits, it is referred to as an abnormal load.

There is no legal height limit for vehicles but, wherever possible, the overall height of a vehicle and load should not exceed 4.95m so that the maximum use can be made of the motorway and trunk road network. This will ensure that loads are less than 5.03m in height, which is the minimum maintained headroom requirement on UK highways.

2.2 Categories of abnormal loads

Legal categories of abnormal load vary to cover different combinations of vehicle size and weight. This is because different types of abnormal load have implications for both:

- Vehicle choice, and
- Route choice

The implications in each case are considered in the following subsections.

2.2.1 Abnormal loads and vehicle choice

The size of an abnormal load has implications for the size of the transporting vehicle, with larger loads generally requiring larger vehicles.

In addition, heavier loads put greater demands on a vehicle's chassis, suspension, tyres, brakes and engine, so heavier abnormal loads also require a higher specification of vehicle.

These distinctions between the impacts of size and weight result in the following abnormal load vehicle legal categories:

- C&U/AWR compliant vehicles are permitted within that legislation to carry oversized abnormal indivisible loads up to a limit, but not overweight loads
- Overweight loads, and those beyond C&U size limits, can be carried by three categories of higher specification vehicles designed to standards prescribed by The Road Vehicles (Authorisation of Special Types) (General) Order 2003 ("STGO") and are subject to lower speed limits depending on load weight
- Loads heavier and/or larger than those permitted by STGO require Special Order approval by the UK Secretary of State under Section 44 of the UK Road Traffic Act 1988

The application of these categories to abnormal load sizes and weights is summarised in the following table.

Table 1 Abnormal load legal category by size/weight combination

Gross weight	Axle weight	Load Dimensions				
		W ≤2.9m L ≤18.65m	W >2.9m L >18.65m	W >4.3m L >27.4m	W >5m L >27.4m	W >6.1m L >30m
≤44,000kg	≤11,500kg	C&U	C&U	STGO Category 1	STGO Category 1	Special Order
>44,000kg	≤11,500kg	STGO Category 1	STGO Category 1	STGO Category 1	STGO Category 1	Special Order
>50,000kg	>11,500	STGO Category 2	STGO Category 2	STGO Category 2	STGO Category 2	Special Order
>80,000kg	>12,500	STGO Category 3	STGO Category 3	STGO Category 3	STGO Category 3	Special Order
>150,000kg	>16,500kg	Special Order	Special Order	Special Order	Special Order	Special Order

Key: = Abnormal load legislation

This table highlights that:

- C&U vehicles are limited to carrying abnormal loads which are oversized but not overweight
- STGO categories increase with abnormal load weight up to 150,000kg
- Special Order vehicles are for extra heavy and/or very large abnormal loads

2.2.2 Abnormal loads and route choice

As well as vehicle type implications, abnormal loads also present route choice implications, as follows:

- The wider and longer a load, the greater the potential for conflict with other road users and roadside furniture / structures
- The heavier a load, the greater the potential for damage to underlying infrastructure and for delays to other road users due to slower speeds

The transporting of abnormal loads therefore presents increased road safety, infrastructure damage and traffic management risks to the network which need careful management and mitigation in liaison with relevant authorities. This is required by legislation covering abnormal load movements and the following table summarises:

- The organisations requiring pre-trip notification of the abnormal load journey details, and
- The minimum notification period in each case, where 'd' refers to working days (excluding Sundays and Bank Holidays) and 'w' refers to weeks

Table 2 Pre-journey notification requirements by abnormal load category

Gross weight	Axle weight	Load Dimensions				
		W ≤2.9m L ≤18.65m	W >2.9m L >18.65m	W >4.3m L >27.4m	W >5m L >27.4m	W >6.1m L >30m
≤44,000kg	≤11,500kg	N/A	Police – 2d			
>44,000kg	≤11,500kg	HA&BO – 2d	Police – 2d HA&BO – 2d		Police – 2d HA&BO – 2d NH – 2w	
>50,000kg	>11,500					
>80,000kg	>12,500		Police – 2d HA&BO – 5d		Police – 2d HA&BO – 5d NH – 2w	
>150,000kg	>16,500kg					Police – 5d HA&BO – 5d NH – 10w

Key:  = Abnormal Load legislation  = VR1 form notice  = C&U
 = STGO C1  = STGO C2  = STGO C3  = Special Order

HA&BO = Highway Authority and other Bridge Owners NH = National Highways

This table highlights that:

- Where just load size increases, only the Police require notification, until the size reaches such that HA&BOs and National Highways require notifying also
- Conversely, where just load weight increases, HA&BOs require notification, until the weight reaches such that the Police and National Highways require notifying also
- For combinations of size and weight increases, both the Police and HA&BOs need notifying, together with National Highways for the largest/heaviest loads
- In all cases, the minimum notification period increases with load size and weight
- For loads over 5m wide, UK Secretary of State approval must be sought through submission of a VR1 form²

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/471962/VR1_form.pdf

- For loads over 6.1m wide, UK Secretary of State approval must be sought through submission of a Special Order form³

The approval of VR1 and Special Order forms has not been devolved by the UK Government to Welsh Government and so currently remains the responsibility of National Highways. However, for Special Order movements which will result in trips on the Welsh trunk road network, and for any other abnormal load movement deemed applicable, Welsh Government may require a Traffic Management Plan (TMP) to be submitted for approval before the proposed journey date. TMP requirements are defined in Section 4.1 below.

VR1 and Special Order load movements should also be planned with due cognisance of Highway England's 'Water preferred policy guidelines'⁴ which require such journeys to be completed as far as possible by either inland or coastal waters wherever it is practical, economic and environmentally desirable to do so.

2.3 Summary

UK law defines abnormal load categories based on the degree of vehicle and route preparation required in each case to ensure a smooth and safe movement, with preparation requirements increasing with load size and weight.

Further guidance on vehicle and route preparation is provided in the following two sections.

³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/503102/BE16_form_revised_Sept_15.pdf

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/799833/WPP_guidelines_2019_DfT_consultation_revision.pdf

3 VEHICLE PREPARATION

Ensuring that an abnormal load vehicle meets legal requirements and is fit-for-purpose is essential for ensuring safe and reliable journeys. This short section is not intended to cover all legal matters relating to abnormal load vehicle preparation but summarises key requirements that contribute to safe movements through Wales.

3.1 Vehicle choice

Where the carrying of a load causes the vehicle and load to lie outside of normal C&U/AWR size and/or weight limits, the party responsible for its transportation is legally required to divide the load into smaller components wherever possible, except where this would involve undue expense or risk of damage.

Assuming the load cannot be further subdivided and so is considered an abnormal indivisible load, the selected vehicle must comply with the legislation applicable to the dimensions and weight of the combination, as set out in Table 1 above.

3.2 Signage, markings and lighting

It is both a legal requirement and best practice to clearly sign, mark and light an abnormal load vehicle to ensure the visibility of vehicle size and extremities for other road users. For a summary of requirements and best practice, refer to the following documents:

- 'Special types enforcement guide', by Gov.UK⁵
- 'Lighting and marking for abnormal loads vehicles code of practice', by National Highways⁶

3.3 Attendants

Both C&U and STGO legislation require that an attendant travel with the vehicle where:

- The overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it is 3m or less but the length of any lateral projection of a load carried on it exceeds 305mm.

⁵ <https://www.gov.uk/government/publications/lighting-and-marking-for-abnormal-loads-vehicles-code-of-practice>

⁶ <https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#abnormal-loads>

- The overall width of the vehicle together with the width of any lateral projection or projections of any load carried on it exceeds 3.5m where a rigid unit and any projection of the load exceeds 18.75m in length.
- Special types combination exceeds 25.9m, the length of any forward projection of the load exceeds 2m, the length of any rearward projection of the load exceeds 3.05m.

Where attendants are required on special types vehicles and three or more vehicles are involved travelling in convoy, attendants need only be carried in the first and last vehicles of that convoy.

The attendant's duty is to warn the driver or any other person of any danger likely to be caused by the presence of the vehicle or vehicles on the road and to ensure road signs and notices are complied with.

3.4 Documentation

If UK Secretary of State approval is required and obtained for the journey via either a VR1 or Special Order form, the approval documents must be carried in the vehicle during the approved journey as the means of demonstrating authorised exemption from C&U/AWR regulations.



4 JOURNEY PREPARATION

The key to an effective and safe abnormal load journey is good preparation in liaison with relevant authorities, as required by legislation and by this document. This section provides guidance on the journey planning and notification process.

4.1 Notification requirements

4.1.1 Authorities to be notified

As summarised in Table 2 above, the relevant authorities who require notification of abnormal load movements may include:

- Police
- Highway authorities and other bridge owners
- National Highways

In Wales, highway authorities comprise:

- Local authorities for non-trunk roads, and
- Welsh Government for trunk roads (with functions delegated to NMWTRA/SWTRA and DBFO companies)

Bridge authorities/owners most commonly comprise:

- Local authorities for non-trunk road structures
- Welsh Government for trunk road structures (with functions delegated to NMWTRA/SWTRA and DBFO companies)
- Network Rail for rail bridges
- Canal and River Trust for canal bridges

4.1.2 Notice periods

Notification to relevant authorities must be provided before any abnormal load journeys take place. The minimum notification periods for each authority are summarised by abnormal load category in Table 2 above. Depending on the type of abnormal load, this shows that:

- Each Police force area traversed by the route must be given at least 2 to 5 days' notice

- Each HA&BO area traversed by the route must be given at least 2 to 5 days' notice
- If VR1 form approval is required, National Highways must be given at least 2 weeks' notice
- If Special Order approval is required, National Highways must be given at least 10 weeks' notice

Where a Temporary Traffic Regulation Order is required, it should be noted that this can also take up to 12 weeks to process (see Section 4.3.1.3 below for more information).

The reason for requiring minimum notification periods is to allow due time for notified authorities to assess the proposed journey and for applicants to satisfactorily address any issues raised before the journey takes place. More information on the notification assessment process is provided in Section 4.3 below, but it should be noted that notified journeys can only legally take place:

- If all relevant authorities are notified with sufficient notice period and either no response is received before the journey date or any response received before the journey date is addressed by the applicant to the satisfaction of the responding authority, and
- In the case of VR1 or Special Order movements, explicit written approval is received

In addition, where a TMP has been requested by Welsh Government, Welsh Police forces can request evidence of TMP approval before providing escort support services.

It is important to note that notifications which do not satisfy the legal minimum notice periods will generally not be accepted by authorities unless a movement is required as part of a genuine emergency and the notification is accompanied by a telephone call. Equally, notifications can be submitted earlier than the minimum notice period, while pre-notifications and consultations with authorities are also encouraged where there is uncertainty about whether a journey notification would be accepted.

4.1.3 Information required

4.1.3.1 Statutory notification requirements

The level of notification information required depends on the category of abnormal load being moved, with information requirements increasing with movement size and/or weight. A summary of requirements per movement category is provided in the following table.

Table 3 Information required by notification type

Information	C&U	STGO	VR1	Special Order
List of authorities notified	☒	☒	☒	☒
Operator details	☒	☒	☒	☒
Movement route, time and date	☒	☒	☒	☒
Description of load	☒	☒	☒	☒
Vehicle type and registration	☒	☒	☒	☒
Vehicle dimensions and laden weight	☒	☒	☒	☒
Axle weights and spacing		☒		☒
Proof of current indemnity to HW&BO		☒		
More detailed journey information			☒	
More detailed vehicle and load information				☒

4.1.3.2 Traffic Management Plan requirements

Where a TMP is required to be submitted to Welsh Government (see sections 2.2.2 and 4.1.2), the following journey details should be provided:

1. Proposals for transporting AILs from their point of entry to the Welsh trunk road network to the site that minimise any impact on the safety and free flow of trunk road traffic
2. Loaded dimension and weight of AIL
3. Anticipated escort arrangements
4. Methodology for managing trunk road traffic during journey, including identification of passing places and holding areas as necessary
5. Journey contingency plans in the event of incidents or emergencies
6. Estimated journey duration and timings along the route
7. Evidence of trial run that mimics the movement of the AIL along the access route where appropriate, at the discretion of the Highway Authority
8. Swept path analysis modelling at all potential horizontal and vertical constraints along the access route where appropriate, at the discretion of the Highway Authority
9. Proposals for the temporary or permanent modification of any affected street furniture along the access route and details of how this would be managed and reinstated

4.1.4 Notification submission

All relevant notification and indemnity forms can be found on the Gov.UK website⁷ which can be emailed, faxed or posted to relevant authorities.

However, it is recommended that an online notification portal is used to submit C&U and STGO abnormal load notifications. The standard UK system is ESDAL⁸, maintained by National Highways, which allows users to:



- Plan an appropriate route according to vehicle size and weight
- Notify all relevant Police, highway authorities and other bridge owners of the planned journey
- Get advance notice of any possible route problems
- Save vehicle details and routes for future use

Subject to the preferences of individual authorities and Police forces, other online notification portals can also be used, but the applicant should satisfy themselves that any system employed satisfies all legal requirements for making abnormal load journey notifications.

The TMP, if required, should be submitted to the Welsh Government ALO, as detailed in Table 7 below.

4.1.5 Notification dispensations

Dispensations may be issued by Police to hauliers to move abnormal loads through their area without prior notification if they satisfy the following requirements:

- Abnormal loads no wider than 3.5m
- Multiple loads of a like nature on a regular basis
- Routes limited to motorways and selected A roads only

The granting of a dispensation has the potential to significantly reduce the number of notifications hauliers will have to submit. However, the dispensation should reference specific vehicles in the fleet and so are not transferable without prior notice to the Police. Drivers should also carry a copy of the dispensation and present it to an officer on request. Dispensations must be renewed annually on application and are not automatically renewed.

⁷ <https://www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms>

⁸ <https://www.gov.uk/esdal-abnormal-load-notification>

Any dispensation granted will not take account of any roadworks commencing during the dispensation period or ongoing at the point of issue and hauliers will still be expected to check their route.

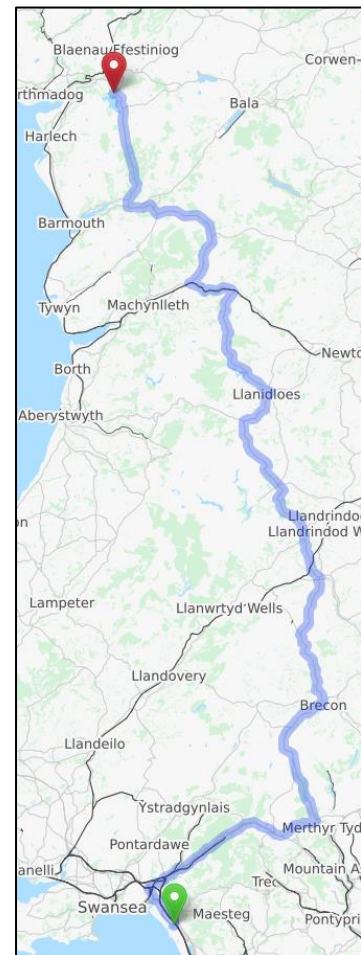
4.2 **Route planning guidance**

4.2.1 **General principles**

It is ultimately the haulier's responsibility to identify a route and execute a journey which ensures the legal, safe and least disruptive passage of an abnormal load from trip origin to trip destination. Relevant authorities will provide guidance and, where necessary, require journey amendments, but the legal responsibility and liability for the safe completion of each journey lies with the haulier.

In selecting an appropriate route for inclusion in an abnormal load journey notification, the following general principles should be followed:

- Routing preference should always be given to using the highest classification roads, with as much of the journey as possible being routed along motorways, trunk roads and A-roads. These routes are best equipped to carry large and heavy loads, and are least likely to present size and weight restrictions (the busiest abnormal load routes on the Welsh trunk road network typically include the A55, A494 dual carriageway, A483 dual carriageway and the A5 near Chirk)
- Routes should also avoid passing through population centres wherever possible to minimise conflict with both infrastructure constraints and other road users
- Routes must avoid roads presenting size and/or weight restrictions which fall within the parameters of the vehicle/load combination being transported
- One key advantage of using online journey notification systems like ESDAL is that it allows users to plot a route based on vehicle size and weight based on mapping which contains information on network size and weight restrictions.



Potential applicants should also be aware of Ordnance Survey 'Mastermap Highways Network' products which allow point-to-point route planning and contains a comprehensive and continuously updated national database of:

- Road classification and name
- Height, weight, width and length restrictions
- Turn restrictions
- Access restrictions
- Locations of bollards and traffic calming
- Narrow roads and pinch points
- Maintenance responsibility

In addition, it is recommended that applicants consider potential planned roadworks at the route planning stage using the online resources detailed in Section 4.4.1 below.

In combination with online notification portals, hauliers therefore now have access to route planning tools which maximise the chances of both successful abnormal load notifications and successful abnormal load journeys.

4.2.2 Other considerations

4.2.2.1 Travel timing

In planning an abnormal load route, the following timing related factors should also be considered:

- Journey times which exceed statutory driver working time limits will require a stopping place to be identified along the route which can accommodate abnormal load vehicles
- Journey distances which require vehicle refuelling will require a fuel station to be identified along the route which can accommodate abnormal load vehicles
- During hours of darkness, most Police forces only allow abnormal load movements to take place on motorways and on some lit dual carriageways. Journeys on all other road types which cannot be completed during daylight hours will therefore need to be routed via an abnormal load layby where layover can take place
- Some authorities will not allow abnormal load movements through their area or parts of their area during peak traffic hours. This can affect both route choice and journey timing

For planning stops and/or refuelling, National Highways publish on the Gov.uk website a list⁹ and map¹⁰ of laybys and motorway service stations which can accommodate abnormal loads.

In calculating journey times, typical congestion on the planned day of travel should be taken into account, as well as the speed limit applicable to the abnormal load vehicle type. STGO loads are speed limited by category and road type. The most common categories are limited as follows:

Table 4 STGO speed limits by category and road type

STGO category	Speed limit		
	Motorway	Dual carriageway	Other roads
Category 1 (width ≤ 4.3m)	60mph	50mph	40mph
Category 1 (width > 4.3m) & Categories 2 & 3	40mph	35mph	30mph
Special Order ¹¹	20mph	20mph	20mph

Source: Special Types Enforcement Guide

4.2.2.2 Escort considerations

Consideration should also be given during route planning as to whether either a private or Police escort is required to accompany the abnormal load movement.

There is no legal requirement for a vehicle moving under STGO or a Special Order to be accompanied by an escort vehicle, but National Highways advises that the following dimensions may be applied to decide if the movement of an abnormal load requires an escort:

Table 5 National Highways guidelines on escort requirements

Abnormal load measurement	Motorway	Other
Width	>4.6m	>4.1m
Length	-	>30.5m
Weight	130t	100t

Source: Lighting and marking COP for abnormal load self escorting vehicles, National Highways

The above measures are for guidance and may differ between individual Police forces who may wish to vary these requirements. The final decision rests with the Police (see Section 4.3.1.2 below).

See the full National Highways Code of Practice¹² for further details on escorting abnormal load movements.

⁹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/494606/Location_of_Abnor_mal_Load_Laybys_-_1143.pdf

¹⁰https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/494607/Lay-by_and_MSA_Map_-_1143.pdf

¹¹For girder frame trailers over 150 tonnes and draw-bar trailers over 250 tonnes, the limit is 12mph

¹²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/503105/Lighting_and_marking_COP_for_abnormal_load_self_escorting_vehicles_HE_rebranding_v1.pdf

4.3 Notification processing

4.3.1 Police notification assessment process

4.3.1.1 Public Safety Risk Assessment

In processing an abnormal load journey notification, the primary concern of the Police is to assess the potential impact of the journey on public safety. The relevant duty officer within the Police will therefore check the notification and carry out a risk assessment based on the agreed 'risk category' levels set out below:

- Low risk notifications – no necessity for further action. General advice provided to the haulier and information on control measures if necessary.
- Medium risk notifications – the Police will check the movement complies with relevant legislation and inform the haulier if the notification is rejected. A decision on the necessity of a Police escort or further traffic management measures will be considered for all notifications considered medium risk.
- High risk notifications – the Police will check the movement complies with relevant legislation and inform the haulier if the notification is rejected. A decision on the necessity of a Police escort or further traffic management measures will be considered for all notifications considered high risk.

Based on this risk assessment, the Police forces may reject or amend any time, date or route that they consider may have an impact on public safety. If a route is deemed unsuitable, the haulier will be notified and will then be responsible for identifying an alternative route or additional traffic management measures sought from local authorities, National Highways or the Police.

4.3.1.2 Escort requirements

If the risk assessment determines that the safety of road users may be compromised to an unacceptable extent, an escort may be specified regardless of the vehicle dimensions specified in Table 5 above. The haulier will therefore be responsible for provision of an escort vehicle which conforms to the type specified by National Highways.

As per ACPO guidance, Police escorts will only be provided if specifically requested by a haulier or if the risk assessment identifies the need for temporary road closures to ensure safe passage of the load through restricted sections of the route. A minimum of 8 days notice will be required for a Police escort. If necessary, charges for Police escorts will be incurred by the haulier at 'Special Policing



Services' rates. For journeys where a TMP has been requested by Welsh Government, Welsh Police forces can request evidence of TMP approval before providing escort support services.

4.3.1.3 Temporary Traffic Regulation Order

If the risk assessment identifies the need for a temporary road closure on any section of the route, the haulier will be required to apply for a Temporary Traffic Regulation Order (TTRO) under the Road Traffic Regulation Act 1984 to allow officers and other Accredited Persons¹³ to stop and direct moving traffic or to suspend on-street parking. Applications for TTROs on the non-trunk road network should be made through the relevant local authority, and through NMWTRA/SWTRA for trunk road applications.

Hauliers should be advised that TTROs can take up to 12 weeks to process.

4.3.2 HA&BO notification assessment process

In processing an abnormal load journey notifications, the primary concern of highway authorities and other bridge owners is to assess the potential impact of the journey on highway structures.

4.3.2.1 Check for height and width restrictions

On receipt of a notification or notification enquiry, the Abnormal Loads Officer (ALO) for each of the affected HA&BOs will use details of the vehicle configuration to undertake audit checks of known height and width restrictions at structures along the route, and any other known structural constraints (temporary or permanent). Alternative routes or configurations may be suggested to avoid any identified structural constraints.

The ALO may request the haulier or enquiring party provides horizontal and/or vertical swept path analysis as necessary, based on topographical survey data. If the submitted swept path analysis is considered inadequate, the ALO may request the haulier or enquiring party undertakes a trial run to mimic the movement of the abnormal load vehicle through the constraint. The trial run vehicle should demonstrate the extent of the load envelope in terms of width and height in a clearly visible manner using a collapsible template. It should be noted that this may require a Police escort.

If the ALO is not satisfied that the constraint can be negotiated by the load, the HA&BO shall inform the haulier or enquiring party, as well as other relevant authorities as appropriate, that the load cannot be moved. WG can also implement Permanent or Temporary Traffic Regulation Orders under the Road Traffic Regulation Act 1984 to limit the maximum gross vehicle weight on a structure if required.

¹³ The Police Reform Act allows DVSA and other agencies to use Policing Powers to be able to replace officers at planned events, under the provisions of the Community Safety Accreditation Scheme (CSAS), as long as they are "employed" by the Accredited Agency to do so.

4.3.2.2 Check for structural capacity

On receipt of a notification or notification enquiry, the ALO will undertake checks referring to existing structural certification along the notified route, in consultation with the HA&BO's structures team if necessary, based on the loading and vehicle configuration.

If checks identify structures which may not be able to carry the load, the haulier may suggest an alternative route which will then need to be submitted to the relevant HA&BO for approval.

Further checks will be undertaken if an alternative route cannot be found. This will be undertaken by the ALO or a structural engineer. If these checks identify structures which would not be able to carry the load, the haulier may propose alternative vehicle configurations until a suitable configuration is found.

If neither a suitable route nor suitable vehicle configuration can be found and the HA&BO rejects the proposal to move on this basis, then the haulier may commission the assessment of route structures by a suitably qualified and experienced consultant at their own expense. All load assessments require Technical Approval according to BD2, 'Technical Approval Of Highway Structures'¹⁴. WG are the Technical Approval Authority (TAA) for Trunk Roads in Wales.



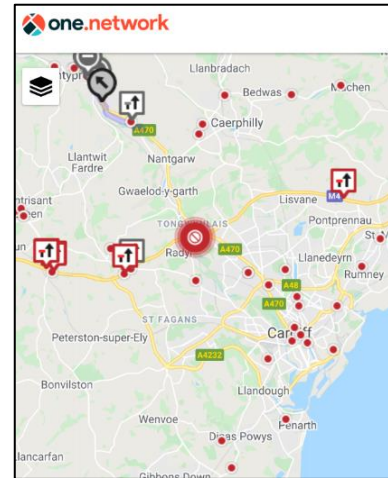
¹⁴ <https://www.croftse.co.uk/wp-content/uploads/2018/04/BD2-12-Highways-Structures-Approval.pdf>

4.4 Post-notification considerations

4.4.1 Roadworks and disruptions

The haulier should check for roadworks and disruptions along the route on the day of travel before commencing an agreed journey. Roadworks can particularly affect the passage of wide loads, and national details of live roadworks can be checked at <https://one.network/> or at <https://traffic.wales/> (also see Section 7 for Traffic Wales' contact details).

The haulier should consult in advance with the relevant ALO and the party responsible for the works if there is any doubt about whether the works affect the agreed route for the journey.



In the event where roadworks make the agreed route impassable, an agreement should be reached with the party responsible for the works to make passage possible at an agreed time, if feasible.

If not feasible, or if an unforeseen disruption makes a section of the agreed route impassable, the haulier is expected to assess where it is most appropriate and safe to park up and to contact the Police. If there are no safe areas then traffic management may be required to safely control traffic around the abnormal load vehicle. In addition to Police contact details, all hauliers are also recommended to carry contact details of the relevant local highway authorities and national traffic management firms to aid swift action in case of such an event.

4.4.2 Enforcement considerations

Once in transit, abnormal load vehicles can be subject to enforcement checks by either Police or DVSA officers. The vehicle may be escorted to a safe stopping place if any of the following conditions are met:

- Police have not received notification of movement
- Notification of movement is invalid due to inaccuracies
- Movement is not taking place in accordance with approved notification or authorised amendments
- Abnormal Indivisible Load vehicle or load is incorrectly marked or lit
- Abnormal Indivisible Load vehicle does not have the required attendant

- Abnormal Indivisible Load vehicle does not have the escort vehicle required by Police
- Driver is currently committing a 'driving hours' offence under tachograph regulations or will have committed an offence before reaching next stopping point
- Driver is currently committing an 'insufficient rest' offence under tachograph regulations
- Any C&U offences not exempted by STGO 2003 are evident

Where non-compliance is evident, the driver and operator are liable to prosecution under C&U regulations. Penalties for non-compliance can range from a fine¹⁵ to the temporary restriction or suspension of the haulier's operating licence by the Traffic Commissioner for Wales¹⁶. Officers might also prevent onward travel of the vehicle until any areas of non-compliance are adequately addressed.

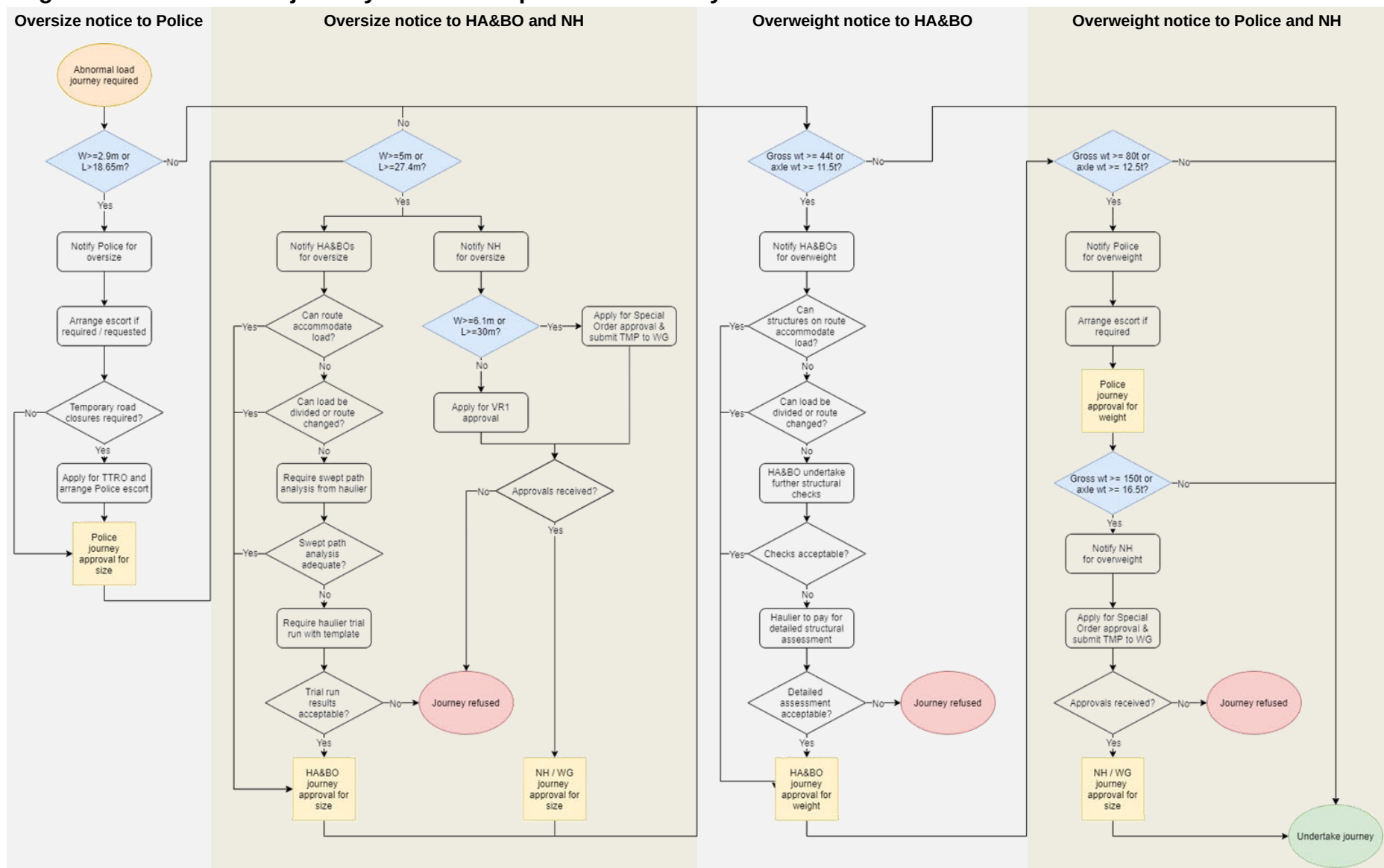
4.5 Process summary

A summary of the main steps in the legally required notification process is shown in the following figure.

¹⁵ <https://www.gov.uk/government/publications/guide-to-graduated-fixed-penalties-financial-deposits/dvsa-roadside-checks-fines-and-financial-deposits>

¹⁶ <https://www.gov.uk/traffic-commissioner/decision-and-penalties>

Figure 2 Abnormal load journey notification process summary



5 ABNORMAL LOADS AND DEVELOPMENT CONTROL

5.1 Planning applications

Planning applications for developments which are likely to generate abnormal load movements, either during construction or operation, may be required to be submitted with a Transport Assessment in accordance with Welsh Government Planning Policy Technical Advice Note 18: Transport¹⁷ Regarding abnormal load movements, the Transport Assessment should identify:

- Estimated movement volumes of abnormal loads to and from the site
- The most appropriate abnormal load routes to and from the site
- Mitigation proposals where necessary for route to safely accommodate load

Failure to demonstrate that the site can be safely accessed by the loads it will generate can be grounds for refusal of planning permission.



5.2 Planning conditions

Where planning permission is granted for a development which will generate abnormal load movements on the Welsh trunk road network, the following planning conditions will be attached.

¹⁷ <https://gov.wales/sites/default/files/publications/2018-09/tan18-transport.pdf>

5.2.1 Structural assessment

No on-site development works shall be undertaken until:

- a. an assessment of the capacity and impact on all structures along those parts of the highway network which shall be utilised during the construction of the development including bridges, culverts, retaining walls, embankments, and
- b. details of any improvement works required to such structures as a result of construction of the development

have been submitted to and approved by the local planning authority following consultation with the Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate). The required improvement works identified in the assessment shall be completed prior to the commencement of any Abnormal Indivisible Load (AIL) deliveries to the development site.

5.2.2 Condition surveys

Condition surveys of all highway features along those parts of the highway network which shall be utilised during the construction of the development shall be undertaken prior to, during and on completion of the construction phase of the development. The survey reports shall be submitted to and approved by the local planning authority following consultation with the Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate) within 28 days of the surveys.

5.2.3 Liability for incidental damage

Prior to the commencement of development works, a scheme to provide for the remediation of any incidental damage directly attributable to the development to the parts of the highway network which will be utilised during the construction of the development including street furniture, structures, highway verge and carriageway surfaces shall be submitted to and approved by the local planning authority following consultation with the Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate). The scheme shall be implemented as approved throughout the construction phase of the development.

5.2.4 Traffic Management Plan

AILs associated with the development shall be delivered strictly in accordance with a Traffic Management Plan (TMP) as shall be agreed with the relevant highway authority. In this respect, the TMP shall be submitted to and approved in writing by Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate) prior to the commencement of any works. The TMP shall include:

- a. proposals for transporting AILs from their point of entry to the Welsh trunk road network to the site that minimise any impact on the safety and free flow of trunk road traffic
- b. evidence of trial runs that mimic the movement of the worst case AILs along the access route where appropriate, at the discretion of the Highway Authority
- c. number and size of AILs, including loaded dimensions and weights
- d. number and composition of AIL convoys, including anticipated escort arrangements
- e. methodology for managing trunk road traffic during AIL deliveries, including identification of passing places and holding areas as necessary
- f. convoy contingency plans in the event of incidents or emergencies
- g. estimated convoy journey durations and timings along the route, including release of forecast traffic queues
- h. swept path analysis modelling the movement of the worst case AILs at all potential horizontal and vertical constraints along the access route where appropriate, at the discretion of the Highway Authority
- i. proposals for the temporary or permanent modification of any affected street furniture along the access route and details of how this would be managed
- j. plans for the reinstatement of any temporary works after completion of the construction phase
- k. land ownership must be clarified on all drawings showing proposed highway modifications. The developer shall be responsible for the acquisition and reinstatement of all third party land including re-instatement of boundary features
- l. proposals to liaise with all relevant stakeholders and members of the public regarding construction traffic and AIL movements
- m. consideration of the cumulative impact of other abnormal load generating schemes proposing to use all or part of the same access route

AILs associated with the maintenance and decommissioning of the development shall leave the site strictly in accordance with a TMP as shall be agreed with the relevant highway authority. In this respect, the TMP shall be submitted to and approved in writing by Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate) prior to the commencement of any removal, replacement of decommissioning works.

5.2.5 Highway works

No development works shall be undertaken until full details of any highway works associated with the construction of layover areas, passing places and highway improvements as agreed with each relevant highway authority including:

- a. the detailed design of any works
- b. geometric layout
- c. construction methods
- d. drainage, and
- e. street lighting

have been submitted to and approved in writing by the local planning authority following consultation with the Welsh Government as Welsh trunk road highway authority or other relevant highway authority (as appropriate). The highway works shall be completed in accordance with the approved details prior to the commencement of any AIL deliveries to the development site.

No development works shall be undertaken until the developer demonstrates rights of access to all proposed works that are not part of the highway network to the satisfaction of the local planning authority.

5.2.6 Road Safety Audit

The applicant shall undertake a Road Safety Audit of the scheme (Stages 1 – 4) in accordance with the Design Manual for Roads and Bridges GG 119¹⁸. 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.

5.2.7 Section 278 Agreement

The applicant shall enter into an Agreement with the Welsh Ministers under Section 278 of the Highways Act 1980 to enable the Applicant to undertake agreed improvement works on the trunk road. This Agreement will contain details of the improvement works, construction conditions and financial arrangements under which agreed measures can be put in place, including indemnifying the Welsh Ministers against third party claims. Without such an

¹⁸ <http://bailey.persona-pi.com/Public-Inquiries/M4-Newport/C%20-%20Core%20Documents/6.%20Transport%20and%20Engineering/DMRB/vol5/section2/hd1915.pdf>

agreement in place, any consent that may be granted cannot be implemented.

For further information on this matter please refer to Welsh Government Procedure & Advice Guidance PAG 109/18: Section 38,184, and 278 Agreements under the Highways Act 1980¹⁹.

5.2.8 Access onto the trunk road

Full details of the highway works associated with the proposed new access onto the trunk road shall be submitted by the applicant to WG, as the Welsh trunk road highway authority, prior to the commencement of any works on the development site. Details of proposed highway works should be as indicated on the submitted plans including the detailed design, geometric layout, construction and drainage.

The visibility splays shown on the submitted plans of the proposed new access onto the trunk shall at all times be kept free of any planting, tree or shrub growth, or any other obstruction in excess of 1.05m above the adjoining carriageway.

All highways works shall achieve full compliance with DMRB.



¹⁹ <https://gov.wales/sites/default/files/publications/2018-04/109-18-section-38-184-and-278-agreements-under-the-highways-act-1980.pdf>

6 SUMMARY OF ROLES AND RESPONSIBILITIES

The roles and responsibilities for each party set out in this document are summarised in the following table.

Table 6 Summary of roles and responsibilities of parties involved in abnormal load movements

Party	Role	Responsibilities
Consigners/agents	Generating/commissioning abnormal load movement	Commissioning of fully compliant haulier for planning and executing abnormal load movements. Preference should be given to hauliers with FORS accreditation (see https://www.fors-online.org.uk/cms/)
Haulier	Preparing and executing abnormal load movement	- Planning subdivision of loads wherever possible to avoid need for abnormal load movements (see Section 3.1) - Ensuring selected vehicle complies with the legislation applicable to the dimensions and weight of the combination (see Table 1) - Ensure vehicle and load is clearly signed, marked and lit according to regulations (see Section 3.2) - Ensure attendants accompany vehicle if required (see Section 3.3) - Carry VR1 or Special Order documents in vehicle where applicable (see Section 3.4) - Notify relevant authorities of abnormal load journey with sufficient notice period, including a Traffic Management Plan if required (see Section 4.1.2) - Address and, if necessary, pay for any requirements emerging from notification assessment process (see Section 4.3) - Undertake/procure structural assessment if required (see Section 4.3.2.2) - Accommodate for roadworks and disruptions on day of travel (see Section 4.4.1) - Execute journey according to approved notification (see Section 4.4.2) and, where applicable, to approved Traffic Management Plan (see Section 2.2.2)
Abnormal load attendant	Accompanying abnormal load on journey where required	- Accompany abnormal load vehicle for full journey where legislation requires - Warn the driver or any other person of any danger likely to be caused by the presence of the vehicle or vehicles on the road (see Section 3.3)
Abnormal load escort	Escorting abnormal load on journey where required	- Comply with National Highways guidance in vehicle preparation and abnormal load escort protocol (see Section 4.2.2.2) - Comply with any specific instructions provided by Police (see Section 4.3.1.2)
Police	Assessing public safety impacts of abnormal load notifications, escorting where required and enforcing regulations in transit	- Undertake public safety risk assessment for all abnormal load notifications (see Section 4.3.1.1) - Advise haulier with sufficient notice if any amendments required to notified journey or if notification refused (see Section 4.3.1.1) - Advise haulier with sufficient notice if private or Police escort required and if TTRO required (see Section 4.3.1.2 and 4.3.1.3) - Resource the Police escort, as required (see Section 4.3.1.2) - Enforce abnormal load regulations in transit for public safety (see Section 4.4.2)
DVSA	Vehicle standards, licencing and enforcement	Enforce abnormal load regulations in transit for public safety (see Section 4.4.2)
HB&BOs	Assessing infrastructure impacts of abnormal load notifications	- Assess relevant journey notifications in terms of capacity of route infrastructure to accommodate proposed abnormal load dimensions and weight (see Section 4.3.2) - Advise haulier if journey notification is rejected or approved (see Section 4.3.2 Error! Reference source not found.).
Planning authorities	Determining planning applications for abnormal load generating developments	- Ensure planning applications consider abnormal load trip generation and demonstrate suitable routeing and, where necessary, mitigation (see Section 5.1) - Apply planning conditions where necessary to ensure abnormal load routes are fully planned and approved and that all journeys are undertaken according to an approved Traffic Management Plan (see Section 5.2)
Developers	Seeking planning consent for abnormal load generating developments	- Submit Transport Assessment with planning application to identify abnormal load trip generation, suitable routeing and, where necessary, mitigation (see Section 5.1) - Discharge planning conditions, where applicable, by ensuring abnormal load routes are fully planned and approved and by committing to all journeys being undertaken according to an approved Traffic Management Plan (see Section 5.2)

7 USEFUL CONTACTS

The process outlined in the above sections requires input from and contact with a number of organisations in order to ensure all relevant authorities are notified, and that abnormal load movements occur safely and without causing disruption to the network.

The following table provides a list of key contacts and contact details for queries associated with the movement of abnormal loads in Wales.

Table 7 Useful contacts for abnormal load related queries

Organisation	Contact details
Welsh Government ALO	Tel: 02920 629465 Email: AbnormalLoads@gov.wales
Dyfed-Powys Police	Tel: 01267 226011 Email: AbnormalLoads@dyfed-powys.pnn.Police.uk
Gwent Police	Tel: 01633 642470 Email: abnormal-loads@gwent.pnn.Police.uk
North Wales Police	Tel: 01492 805407 Email: abloadnotify@nthwales.pnn.Police.uk
South Wales Police	Tel: 01656 655555 Email: Special-Movements@south-wales.pnn.Police.uk
NMWTRA	Tel: 01545 571960 Email: abnormalloads@nmwtra.org.uk
SWTRA	Tel: 01792325965 Email: abnormalloads@southwales-tra.gov.uk
Traffic Wales	Tel: 0300 123 1213
National Highways Abnormal Loads Team	Tel: 0300 4703004 Email: abnormal.loads@highwaysengland.co.uk
Network Rail Abnormal Loads Team	Tel: 01908 783 140 Email: abnormalloadsenquiries@networkrail.co.uk
Blaenau Gwent County Borough Council	Tel: 01633 644716 Email: AbnormalLoads@monmouthshire.gov.uk
Bridgend County Borough Council	Tel: 01656 642857 Email: abloads@bridgend.gov.uk
Caerphilly County Borough Council	Tel: 01633 644716 Email: AbnormalLoads@monmouthshire.gov.uk
Cardiff City & County Council	Tel: 02922 330966 Email: abnormal.loads@cardiff.gov.uk
Carmarthenshire County Council	Tel: 01267 228307 Email: abnormalloads@carmarthenshire.gov.uk
Ceredigion County Council	Tel: 0154 5572430 Email: technical.services@ceredigion.gov.uk
Conwy County Borough Council	Tel: 01492 575365 Email: abnormalloads@conwy.gov.uk
Denbighshire County Council	Tel: 01824 706884 Email: abnormal.loads@denbighshire.gov.uk
Flintshire County Council	Tel: 01352 704810 Email: abnormalloads@flintshire.gov.uk
Gwynedd County Council	Tel: 01286 679306 Email: LlwythAbnormal@gwynedd.llyw.cymru
Isle of Anglesey County Council	Tel: 01248 752312

Organisation	Contact details
Merthyr Tydfil County and Borough Council	Tel: 01685 726241 Email: [REDACTED]
Monmouthshire Council	Tel: 01633 644716 Email: AbnormalLoads@monmouthshire.gov.uk
Neath Port Talbot County Borough Council	Tel: 01639 686492 Email: abloads@npt.gov.uk
Newport City Council	Tel: 02920 803500 Email: Loads.Abnormal@capita.co.uk
Pembrokeshire County Council	Tel: 01437 776153 Email: abloads@pembrokeshire.gov.uk
Powys County Council	Tel: 01597 826619 Email: highways.management@powys.gov.uk
Rhondda Cynon Taf County Borough Council	Tel: 01443494706 Email: highwaysabnormalloads@rctcbc.gov.uk
Swansea Council	Tel: 01792 636182 Email: Abnormal.Loads@swansea.gov.uk
Torfaen County and Borough Council	Tel: 01633 644716 Email: AbnormalLoads@monmouthshire.gov.uk
Vale of Glamorgan Council	Tel: 02920 673106
Wrexham County Borough Council	Tel: 01978 729723 Email: abnormal_loads@wrexham.gov.uk



Ref: DNS CAS-04707-X8P9X1

Tali Perry
Student Planner
Planning and Environment Decisions Wales
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

By Email: PEDW.Infrastructure@gov.wales

13 of February 2026.

Dear Tali Perry,

Re: Scoping Direction Consultation Response – DNS CAS-04707-X8P9X1. Proposed Mynydd Tryfan Wind Farm, 3.7 km east of Llansannan and 7.7 km west of Denbigh in Conwy.

Thank you for your letter dated 12th of January 2026, seeking the Department's views on the above Scoping Direction request. Please find below our response, focusing on soil, peat resources, and agricultural land quality.

For the Department, the key issues likely to be significantly affected by the development are:

- The protection of peat soils, peatland habitats and the natural resources which underpin them.
- Maintaining soil services and functions
- Beneficial restoration and after use of site

1. Context and Background:

Mineral, organo-mineral, and peat soils are finite resources providing crucial ecosystem services to Wales, including food, fibre, water, and contributions to climate regulation and biodiversity. The Natural Resources Policy (NRP) mandates sustainable management of our soil resources to build resilience and maintain soil functions and ecosystem services.

2. Policy Context:

The Department has examined the Scoping Report and consider the policies and guidance below are also applicable to this development in determining significance: -

- Planning Policy Wales (ed. 12, 2024) – specifically paragraphs 6.4.15 1a and 1b, also paragraph 6.4.34.
- Policy 9 of the National Development Framework (NDF) – Future Wales highlights soil carbon, biodiversity hotspots / networks, natural flood management and upland habitats as national natural resources. These national natural resources exist as a direct result of the presence of peat soils.
- Policy 17 of Future Wales - states ‘all proposals should demonstrate that they will not have an unacceptable adverse impact on the environment’.
- Policy 18(11) of Future Wales – sets out the need for acceptable provisions relating to the decommissioning of the development at the end of its lifetime, including the removal of infrastructure and effective restoration.
- Paragraph 6.4.3 (bullet 4) of Planning Policy Wales

There is reference to Borrow Pits proposed as part of the development; therefore, the following will also apply:

- Schedule 5 of Town and Country Planning Act 1990 (as amended)
- Minerals Technical Advice Note (MTAN) 1 – Chapter D sets out detailed advice on the mechanisms for delivering a high standard of restoration, aftercare and provide for a beneficial after-use.
- Paragraphs 5.14.33 – 5.14.34 of PPW 12 - “*Borrow pits must be restored to the high standard expected of other forms of mineral development.*”
- Technical Advice Note (TAN) 6 - Annex B3 if for an agricultural after-use.

3. Peat Soils and Peatland Habitats:

The presence of peat must be identified in order to comply with PPW when making spatial choices to locate proposed development and in development management decisions. Considering peat early in the site selection process is essential when deliberating the choice of site and then the subsequent siting of infrastructure and scheme design.

The Peatlands of Wales Evidence Score Map is the first step in gathering evidence to inform the applicants as to the likely presence and extent of peat within site search areas and specific sites. The map notes a single, small area of potential peat deposit within the redline boundary (as noted in Section 6.4.11). This is not a proposed turbine location, however no information is provided at this point of other infrastructure types and locations proposed as part of the development (e.g. tracks). Achieving avoidance of peat soils and peatland habitats must be demonstrated through infrastructure design and placement.

The Peatlands of Wales map is not, and does not intend to be, a definitive representation of all peatlands in Wales. If developers are considering site search areas in upland, high rainfall areas of Wales, then it must be considered that peat soils may likely be encountered and will need detailed site-specific survey when evidencing site selection decisions and in scheme design/infrastructure placement proposals.

The Scoping report (Section 6.4.11) notes the potential to encounter peat soils on site which may overlap with proposed infrastructure.

3.1. Definitions:

The Department considers the definition of peat soils to be used is as published in the National Peatland Action Programme (NPAP) and noted below:

“Peat soils are defined by the Soil Survey of England & Wales (SSEW) as:

- more than 40 cm of (O horizon) material within the upper 80cm, excluding fresh litter (L) and living moss; or*
- more than 30 cm of organic (O horizon) material resting directly on the bedrock (R or Cr) or extremely stony material; and,*
- no overlying non-humose mineral horizon that has a colour value of 4 or more and extends below 30cm depth.”*

The Department considers that:

- shallow peat soils (i.e. < 30 cm deep) supporting peatland habitat and / or integral to the hydrological functioning of wider peat bodies, either on site or adjoining, must be included for consideration along with the SSEW definition above.
- Peatland habitats are semi-natural habitats associated with both peat soils and shallow peat and listed under Section 7 of the Environment Act (Wales) 2016, with some examples given in footnote 129 (p. 149) of PPW 12. Paragraph 6.4.15 1a and 1b and 6.4.34 of PPW covers **all** areas of peatland habitat on both peat soils **and** shallow peat soils.

3.2. Soil Management Scheme (mineral, organo-mineral and peaty):

A soil management scheme should be prepared by the developer, informed by a baseline soil resources and physical characteristics report, and be considered as part of the ES process.

This should be a clear scheme and programme setting out how **all** soils (mineral, organo-mineral and peaty) and their functions will be conserved during construction, reinstated and at decommissioning.

The volumes of each peaty, organic or mineral soil unit that will be excavated for any on site infrastructure should be clear and based on survey evidence. For peat soils, the priority is avoidance.

For all infrastructure, information should be provided on the current condition of the site, sufficient to clearly demonstrate that resources are available to put in place the appropriate standard of reclamation.

The Scheme should be presented in sufficient detail for the determining authority and statutory consultees to form a judgement as to its feasibility, and should include: -

- Soil stripping programme - volumes and types of soils affected;
- Soil handling techniques and procedure;
- Size, location, construction, management and period of soil storage dumps;
- Proposed after use and restoration programme, including techniques and aftercare programme.

A detailed scheme will support the ES process in considering: -

- Reasonable alternatives considered for the proposal;
- Potential impacts of the development and demonstrate how the proposal will not have an unacceptable adverse impact on the environment (in this case the peatland and soil resource);
- The feasibility and how effective restoration and beneficial after use can be achieved;
- How the proposal will maintain the resilience of national natural resources and avoid the loss of function and services provided by the peatlands and soils.

Likely significant effects to soil function and services to be scoped into the assessment (mineral, organo-mineral and peat).

5. Borrow pits:

The proposals note that stone from on-site borrow pits will be sourced, if feasible. If borrow pits are proposed, then information must be provided on the size, extent and location of the borrow pits, to inform the EIA assessment process for the development.

If borrow pits are included, the proposal must address Paragraphs 5.14.33 - 34 of Planning Policy Wales; "Borrow pits must be restored to the high standard expected of other forms of mineral development."

For all borrow pits, the proposals will also need to specify the afteruse in accordance with Schedule 5, paragraph 2(1) of the 1990 Act. The agreed afteruse will inform the standard of restoration, the scheme and aftercare proposals. The proposals must demonstrate at application that the borrow pits can be reclaimed to an acceptable standard and after-use through a detailed scheme that is achievable and to be able to condition against. The scheme must be presented in sufficient detail for the determining authority and statutory consultees to form a judgement as to its feasibility (as per MTAN1, paragraph 106). If there is significant doubt as to whether satisfactory reclamation can be achieved at the site, and as such, planning permission should be refused (MTAN1, paragraph 97).

Likely significant effects of borrow pits to be scoped into the assessment.

6. Agricultural Land Classification (ALC):

The Department does not hold any information on detailed ALC field surveys for the site. According to the Predictive ALC Map for Wales, the site is considered at best Subgrade 3b, with areas of Grade 4 and 5 (as noted in Section 6.4.6 and Image 6.1 of the Scoping Report).

As per Departmental published guidance, detailed ALC field survey is not requested for the site, but may be beneficial in supporting baseline soil resources and physical characteristics information for the site. The Department does not consider Best and Most Versatile (BMV) agricultural land to be present on this site and therefore Planning Policy Wales (PPW) 12, paragraphs 3.58 and 3.59 would not apply.

Best and Most Versatile (BMV) agricultural land can be scoped out of the assessment.

The advice expressed does not bind any other part of Welsh Government commenting on the proposal. I trust the above comments are clear and unambiguous.

Yours sincerely

Iwan Price
Soil, Peatland & Agricultural Land Use Planning
Welsh Government
Department for Climate Change & Rural Affairs
Landscapes, Nature & Forestry Division
LQAS@gov.wales



Defence Infrastructure Organisation

Kathe Kirimaa
Ministry of Defence
Safeguarding Department
DIO Head Office
St George's House
DMS Whittington
Lichfield
Staffordshire WS14 9PY

Your reference: CAS-04707-X8P9X1

E-mail: DIO-Safeguarding-Wind@mod.gov.uk

Our reference: DIO10069772

www.mod.uk/DIO

Tali Perry
Planning and Environment Decisions Wales
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ
KY7 5LT

12 February 2026

By email only

Dear Tali,

Town and Country Planning Act 1990

The Developments of National Significance (Procedure) (Wales) Order 2016

Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017

Potential DNS Application: Mynydd Tryfan Wind Farm

Site Address: 3.7 km east of Llansannan and 7.7 km west of Denbigh in Conwy

Proposed Development: The Proposed Development is for the installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development. It is envisaged that the Proposed Development will have a generation capacity of ~24MW.

Thank you for consulting the Ministry of Defence (MOD) on the above Scoping Request for the proposed Mynydd Tryfan Wind Farm.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the MOD as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

I am writing to advise you that MOD has concerns with the proposal.

The proposal includes the erection of up to 5 wind turbines each with a maximum height to blade tip of 180 metres above ground level (agl). The development has been assessed using the location data (Grid References) provided in 'Indicative Turbine Specifications 5166-01-TN01', dated January 2026.

Turbine no.	Easting	Northing
T1	296584	366670
T2	296844	366386
T3	297132	366067
T4	297427	365614
T5	297959	365554

The principal safeguarding concern of the MOD with respect to this development is the erection of a wind turbine and relates to the potential of the turbine creating a physical obstruction to air traffic movements.

Physical Obstruction

In this case the development falls within Low Flying Area 7 (LFA 7), an area within which fixed wing aircraft may operate as low as 250 feet or 76.2 metres above terrain features to conduct low level flight training. The addition of turbines in this location has the potential to introduce a physical obstruction to low flying aircraft operating in the area.

To address this impact, and given the location and scale of the development, the MOD require that conditions are added to any consent issued requiring that the development is fitted with aviation safety lighting and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction.

The development proposed includes wind turbine generators that exceed a height of 150m agl and are therefore subject to the lighting requirements set out in the Air Navigation Order 2016. In addition to CAA requirements, the MOD will require the submission, approval, and implementation of an aviation safety lighting specification that details the installation of MOD accredited aviation safety lighting.

Summary

The principle safeguarding concerns of the MOD with respect of this wind farm relate to the potential for the development to create a physical obstruction to air traffic movements.

The MOD must emphasise that the advice provided within this letter is in response to the information detailed in the developer's documents titled 'Environmental Impact Assessment: Scoping Report', dated December 2025, 'Indicative Turbine Specifications 5166-01-TN01', dated January 2026 and 'Figure 1 Site Location Plan', dated September 2025. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

I hope this adequately explains our position on the matter. If you require further information or would like to discuss this matter further, please do not hesitate to contact me.

Further information about the effects of wind turbines on MOD interests can be obtained from the following websites:

MOD: <https://www.gov.uk/government/publications/wind-farms-ministry-of-defence-safeguarding>

Yours sincerely,

Kathe Kirimaa

Kathe Kirimaa
Assistant Safeguarding Manager

From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Sent: 22 January 2026 14:33

To: PEDW – Seilwaith / Infrastructure <PEDW.Infrastructure@gov.wales>

Subject: RE: DNS EIA Scoping Consultation - Mynydd Tryfan Wind Farm - CAS-04707-X8P9X1 [SG40793]

Our Ref: SG40793

Dear Sir/ Madam

We refer to the application above. The proposed development has been examined by our technical safeguarding teams. In the timeframe given to us we have been unable to thoroughly investigate the effects of the proposed development on our Operations, however, the relevant teams are being consulted.

Based on our preliminary technical findings, the proposed development does conflict with our safeguarding criteria. Accordingly, NATS (En Route) plc **objects to the proposal**. We will notify you within 4-6 weeks of the results of our operational assessment. Only if this assessment shows the impact to be acceptable will we be able to withdraw our objection.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission for a wind farm. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are further obliged to notify both NATS and the Civil Aviation Authority (“CAA”) of that fact (which may lead to the decision made being subject to review whether by the CAA referring the matter for further scrutiny or by appropriate action being taken in the courts).

As this further notification is intended to allow the CAA sufficient time to consider whether further scrutiny is required, we understand that the notification should be provided prior to any granting of permission. You should be aware that a failure to consult NATS, or to take into account NATS’s comments when deciding whether to approve a planning application, could cause serious safety risks for air traffic.

If you have any queries regarding this matter you can contact us using the details as below.

Yours faithfully

NATS

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk

NATS Internal

From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Sent: 30 January 2026 10:54

To: PEDW – Seilwaith / Infrastructure <pedw.infrastructure@gov.wales>

Subject: FW: DNS EIA Scoping Consultation - Mynydd Tryfan Wind Farm - CAS-04707-X8P9X1 [SG40793]

Our Ref: SG40793 Mydydd Tryfan Wind Farm

Dear Sir/Madam

We refer to the application above. The proposed development has been examined by our technical safeguarding teams and conflicts with our safeguarding criteria.

Accordingly, NATS (En Route) plc **objects to the proposal**. The reasons for NATS's objection are outlined in the attached report TOPA SG40793.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

Should you have any queries, please contact us using the details below.

Yours faithfully

The NATS logo consists of the word "NATS" in a bold, blue, sans-serif font. The letters are slightly italicized and have a modern, clean appearance.

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,

Fareham, Hants PO15 7FL

www.nats.co.uk

Technical and Operational Assessment (TOPA)

For Mynydd Tryfan Wind Farm
Wind Farm Development

NATS ref: SG40793

Welsh Government ref: CAS-04707-X8P9X1

Issue 1

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Publication History

Issue	Month/Year	Change Requests and summary
1	January 2026	Scoping Request

Document Use

External use: Yes

Referenced Documents

1. Background

1.1. En-route Consultation

NATS en-route plc is responsible for the safe and expeditious movement in the en-route phase of flight for aircraft operating in controlled airspace in the UK. To undertake this responsibility it has a comprehensive infrastructure of RADAR's, communication systems and navigational aids throughout the UK, all of which could be compromised by the establishment of a wind farm.

In this respect NATS is responsible for safeguarding this infrastructure to ensure its integrity to provide the required services to Air Traffic Control (ATC).

In order to discharge this responsibility NATS is a statutory consultee for all wind farm applications, and as such assesses the potential impact of every proposed development in the UK.

The technical assessment sections of this document define the assessments carried out against the development proposed in section 3.

2. Scope

This report provides NATS En-Route plc's view on the proposed application in respect of the impact upon its own operations and in respect of the application details contained within this report.

Where an impact is also anticipated on users of a shared asset (e.g. a NATS RADAR used by airports or other customers), additional relevant information may be included for information only. While an endeavour is made to give an insight in respect of any impact on other aviation stakeholders, it should be noted that this is outside of NATS' statutory obligations and that any engagement in respect of planning objections or mitigation should be had with the relevant stakeholder, although NATS as the asset owner may assist where possible.

3. Application Details

Welsh Government submitted a request for a NATS technical and operational assessment (TOPA) for the development at Mynydd Tryfan Wind Farm. It will comprise turbines as detailed in Table 1 and contained within an area as shown in the diagrams contained in Appendix B.

Turbine	Lat	Long	East	North	Tip Height (m)
T1	53.1870	-3.5491	296584	366670	180
T2	53.1845	-3.5452	296844	366386	180
T3	53.1817	-3.5408	297132	366067	180
T4	53.1777	-3.5362	297427	365614	180
T5	53.1773	-3.5282	297959	365554	180

Table 1 – Turbine Details

4. Assessments Required

The proposed development falls within the assessment area of the following systems:

En-route Surv	Lat	Long	nm	km	Az (deg)	Type
Burrington Radar	50.9343	-3.9854	135.8	251.5	6.8	CMB
Claxby Radar	53.4501	-0.3083	117.0	216.7	263.4	CMB
Clee Hill Radar	52.3983	-2.5975	57.8	107.0	324.3	CMB
Debden Radar	51.9902	0.2638	156.0	288.9	298.7	CMB
Great Dun Fell Radar	54.6841	-2.4509	98.0	181.6	203.6	CMB
St Annes Radar	53.7684	-2.9908	40.3	74.6	209.4	CMB
Manchester Radar	53.3407	-2.2827	45.9	85.1	258.6	CMB
En-route Nav	Lat	Long	nm	km	Az (deg)	Type
None						
En-route AGA	Lat	Long	nm	km	Az (deg)	Type
None						

Table 2 – Impacted Infrastructure

4.1. En-route RADAR Technical Assessment

4.1.1. Predicted Impact on St Annes RADAR

Using the theory as described in Appendix A and development specific propagation profile it has been determined that the terrain screening available will not adequately attenuate the signal, and therefore this development is likely to cause false primary plots to be generated. A reduction in the RADAR's probability of detection, for real aircraft, is also anticipated.

4.1.2. Predicted Impact on Great Dun Fell RADAR

Using the theory as described in Appendix A and development specific propagation profile it has been determined that the terrain screening available will not adequately attenuate the signal, and therefore this development is likely to cause false primary plots to be generated. A reduction in the RADAR's probability of detection, for real aircraft, is also anticipated.

4.1.3. En-route operational assessment of RADAR impact

Where an assessment reveals a technical impact on a specific NATS' RADAR, the users of that RADAR are consulted to ascertain whether the anticipated impact is acceptable to their operations or not.

Unit or role	Comment
Swanwick Centre ATC	Unacceptable
Prestwick Centre ATC	Unacceptable
Western RADAR ATC	Unacceptable
Military ATC	Acceptable

Note: The technical impact, as detailed above, has also been passed to non-NATS users of the affected RADAR, this may have included other planning consultees such as the MOD or other airports. Should these users consider the impact to be unacceptable it is expected that they will contact the planning authority directly to raise their concerns.

4.2. En-route Navigational Aid Assessment

4.2.1. Predicted Impact on Navigation Aids

No impact is anticipated on NATS' navigation aids.

4.3. En-route Radio Communication Assessment

4.3.1. Predicted Impact on the Radio Communications Infrastructure

No impact is anticipated on NATS' radio communications infrastructure.

5. Conclusions

5.1. En-route Consultation

The proposed development has been examined by technical and operational safeguarding teams. A technical impact is anticipated, this has been deemed to be unacceptable.

Appendix A – Background RADAR Theory

Primary RADAR False Plots

When RADAR transmits a pulse of energy with a power of P_t the power density, P , at a range of r is given by the equation:

$$P = \frac{G_t P_t}{4\pi r^2}$$

Where G_t is the gain of the RADAR's antenna in the direction in question.

If an object at this point in space has a RADAR cross section of σ , this can be treated as if the object re-radiates the pulse with a gain of σ and therefore the power density of the reflected signal at the RADAR is given by the equation:

$$P_a = \frac{\sigma P}{4\pi r^2} = \frac{\sigma G_t P_t}{(4\pi)^2 r^4}$$

The RADAR's ability to collect this power and feed it to its receiver is a function of its antenna's effective area, A_e , and is given by the equation:

$$P_r = P_a A_e = \frac{P_a G_r \lambda^2}{4\pi} = \frac{\sigma G_t G_r \lambda^2 P_t}{(4\pi)^3 r^4}$$

Where G_r is the RADAR antenna's receive gain in the direction of the object and λ is the RADAR's wavelength.

In a real world environment this equation must be augmented to include losses due to a variety of factors both internal to the RADAR system as well as external losses due to terrain and atmospheric absorption.

For simplicity these losses are generally combined in a single variable L .

$$P_r = \frac{\sigma G_t G_r \lambda^2 P_t}{(4\pi)^3 r^4 L}$$

Secondary RADAR Reflections

When modelling the impact on SSR the probability that an indirect signal reflected from a wind turbine has the signal strength to be confused for a real interrogation or reply can be determined from a similar equation:

$$P_r = \frac{\sigma G_t G_r \lambda^2 P_t}{(4\pi)^3 r_t^2 r_r^2 L}$$

Where r_t and r_r are the range from RADAR-to-turbine and turbine-to-aircraft respectively. This equation can be rearranged to give the radius from the turbine within which an aircraft must be for reflections to become a problem.

$$r_r = \sqrt{\frac{\lambda^2}{(4\pi)^3}} \sqrt{\frac{\sigma G_t G_r P_t}{r_t^2 P_r L}}$$

Shadowing

When turbines lie directly between a RADAR and an aircraft not only do they have the potential to absorb or deflect, enough power such that the signal is of insufficient level to be detected on arrival.

It is also possible that azimuth determination, whether this done via sliding window or monopulse, can be distorted giving rise to inaccurate position reporting.

Terrain and Propagation Modelling

All terrain and propagation modelling is carried out by a software tool called ICS Telecom (version 11.1.7). All calculations of propagation losses are carried out with ICS Telecom configured to use the ITU-R 526 propagation model.

Appendix B – Diagrams

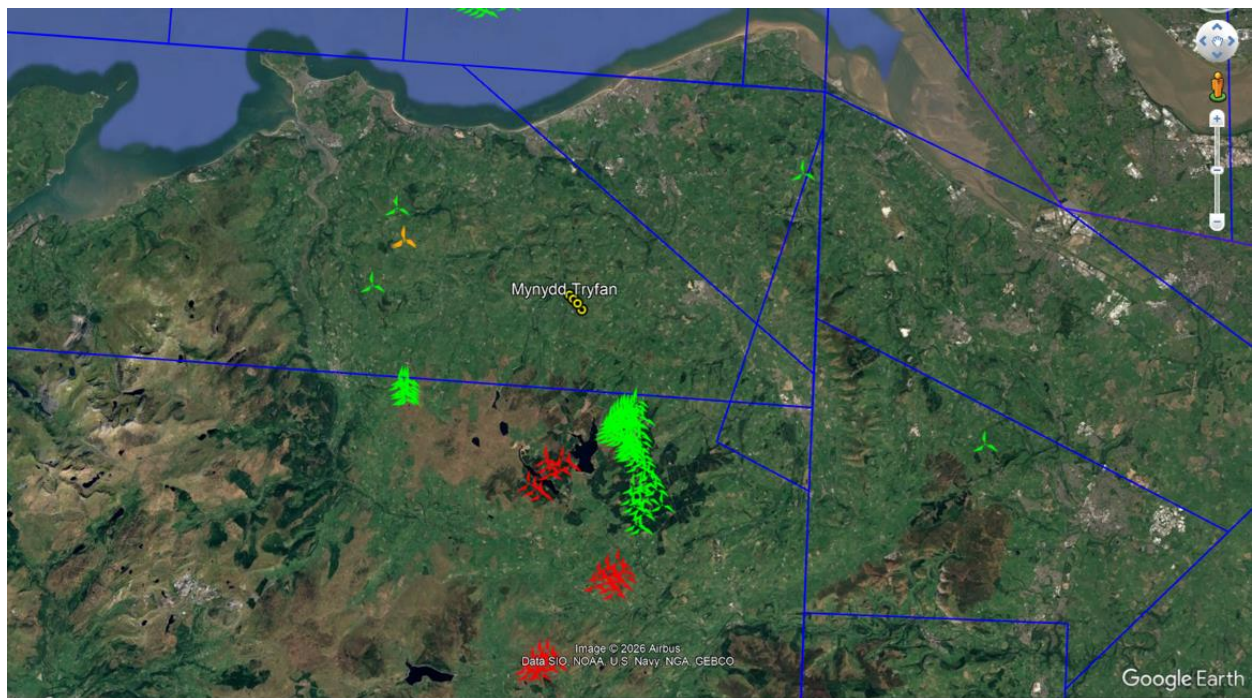


Figure 1: Proposed development location shown on an airways chart

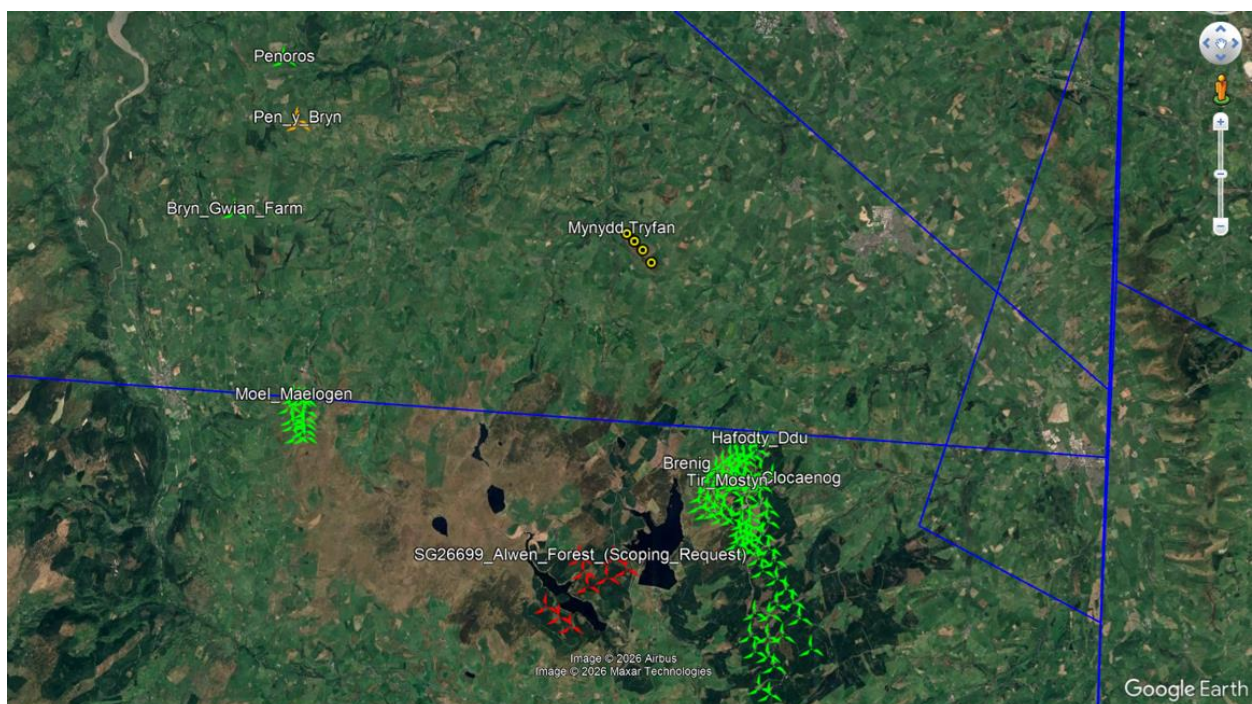


Figure 2: Proposed development shown alongside other recently assessed applications



From: Shirley Rance [REDACTED] **On Behalf Of** NSIP Applications
Sent: 14 January 2026 11:57
To: PEDW – Seilwaith / Infrastructure <PEDW.Infrastructure@gov.wales>
Cc: NSIP Applications <NSIP.Applications@hse.gov.uk>
Subject: DNS EIA Scoping Consultation - Mynydd Tryfan Wind Farm (04707) - HSE Response

Dear Marloes Holtkamp,

Thank you for your email dated 13/01/2026 consulting HSE on the Proposed Mynydd Tryfan Wind Farm - Development of National Significance (DNS).

Please find HSE's advice below.

HSE's land use planning advice

CEMHD5 Contribution to Consultation

1. With reference to the redlined **Site Boundary** shown in **Figure 1 Site Location Plan** found in [<https://planningcasework.service.gov.wales>, Reference: **DNS CAS-04707-X8P9X1 - Mynydd Tryfan Wind Farm – PDF 2025-12-16 - NOTIFF002 - Site Location Plan**], the proposed project does not fall within the consultation distances of any Major Hazard Installation(s) or Major Accident Hazard Pipeline(s).
2. Please note if at any time a new Major Accident Hazard Pipeline is introduced or existing Pipeline modified prior to the determination of a future application, then the HSE reserves the right to revise its advice.
3. Likewise, if prior to the determination of a future application, a Hazardous Substances Consent is granted for a new Major Hazard Installation or a Hazardous Substances Consent is varied for an existing Major Hazard

Installation in the vicinity of the proposed development, again the HSE reserves the right to revise its advice.

Would Hazardous Substances Consent be needed?

4. The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) (Wales) Regulations 2015.
5. Hazardous Substances Consent would be required if the proposed development site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.
6. Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Explosives sites

Explosives Inspectorate has no comment to make as there are no HSE licenced explosives sites in the vicinity of the proposed development.

Regards

NSIP Consultation Team

Health and Safety Executive

Shirley Rance | Business Support Team

Health and Safety Executive | Chemical, Explosives and Microbiological Hazards
Division

NSIP.Applications@hse.gov.uk



**PROTECTING PEOPLE
AND PLACES**



PEDW.Infrastructure@gov.wales

Eich Cyf/Your Ref:

Ein Cyf/Our Ref: JG/Awaiting RMS
number

Dyddiad/Date: 16/02/2026

Gofynner am/Ask
for: Jade Gibbs

Rhif Union/Direct
Dial: [REDACTED]

Annwyl Syr/Fadam Dear Sir/Madam

DEDDF CYNLLUNIO GWLAD A THREF 1990 - YMGYNGHORIAD

THE TOWN AND COUNTRY PLANNING ACT 1990 – CONSULTATION

EIDDO / PREMISES: Mynydd Tryfan Wind Farm, 3.7 km east of Llansannan and 7.7 km west of Denbigh in Conwy

Cais / Application: CAS-04707-X8P9X1

Dyddiad / Date: 12/01/2026

Mewn cysylltiad â'ch ymgynghoriad ychod
,mae adroddiad ein harchwiliad wedi ei atodi

With reference to your consultation detailed
above, please find attached our inspection
report

Mae'r adroddiad ynglŷn â mynediad i
gerbydau a cyflenwad dwr.

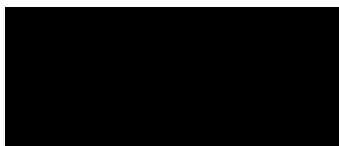
The report refers to access for fire appliances
and water supplies.

Os ydych angen gwybodaeth bellach,
cysylltwch â'r Swyddog Cydymffurfiaeth

If you should require any further information,
please do not hesitate to contact the
Compliance Officer.

Yn gywir

Yours faithfully



Cyfeirnod y Cais: CAS-04707-X8P9X1

**Cyfeiriad: Fferm Gwynt Mynydd Tryfan, 3.7 km
i'r dwyrain o dref Llansannan a 7.7 km i'r
gorllewin o dref Dinbych yn Nhref Conwy**

Application reference: CAS-04707-X8P9X1

**Address: Mynydd Tryfan Wind Farm, 3.7 km east of
Llansannan and 7.7 km west of Denbigh in Conwy**

ACCESS FOR FIRE APPLIANCE

The site plan provided appears to show an access road through the site with a minimum of 3.7m between kerbs with a minimum carrying capacity of 12.5 tonnes, however it is unclear if there is sufficient access to the wind turbines on the site.

WATER SUPPLIES

There are hydrants and natural water sources located near the proposed development based on the proposed site plan, please ensure that there are sufficient water supplies for the whole site.

From: Joint Radio Company <wftracker@jrc.co.uk>

Sent: 15 January 2026 10:10

To: PEDW – Seilwaith / Infrastructure <pedw.infrastructure@gov.wales>

Cc: [REDACTED]

Subject: Re: Mynydd Tryfan Wind Farm (04707) -CAS-04707-X8P9X1 - Scoping Consultation

If any details of this proposal change, particularly the position or scale of any turbine(s), this clearance will be void and re-evaluation of the proposal will be necessary.

Dear Marloes

NB: Please provide requests for separate sites as a separate ticket / email per development; particularly if separate responses are required. Many thanks in advance.

Planning Ref:CAS-04707-X8P9X1

Name/Location: Mynydd Tryfan Wind Farm

Turbine(s) at NGR:

Turbine	Easting	Northing
1	296584	366670
2	296844	366386
3	297132	366067
4	297427	365614
5	297959	365554

Max. Tip Height: 180m

Max. Hub Height: 110m

Max. Rotor Radius: 85m

This proposal is **cleared - subject to 50m Micrositing** - with respect to radio link infrastructure operated by the local energy networks.

JRC analyses proposals for wind farms on behalf of the UK Fuel & Power Industry. This is to assess their potential to interfere with radio systems operated by utility companies in support of their regulatory operational requirements.

In the case of this proposed wind energy development, JRC does not foresee any potential problems based on known interference scenarios and the data you have provided. However, if any details of the wind farm change, particularly the disposition or scale of any turbine(s), it will be necessary to re-evaluate the proposal.

In making this judgement, JRC has used its best endeavours with the available data, although we recognise that there may be effects which are as yet unknown or inadequately predicted. JRC cannot therefore be held liable if subsequently problems arise that we have not predicted.

It should be noted that this clearance pertains only to the date of its issue. As the use of the spectrum is dynamic, the use of the band is changing on an ongoing basis and consequently, developers are advised to seek re-coordination prior to considering any design changes.

Regards

Wind Farm Team

Friars House
Manor House Drive
Coventry CV1 2TE
United Kingdom

Office: 02476 932 185

JRC Ltd. is a Joint Venture between the Energy Networks Association (on behalf of the UK Energy Industries) and National Grid.

Registered in England & Wales: 2990041

[About The JRC | Joint Radio Company | JRC](#)

We maintain your personal contact details and are compliant with the Data Protection Act 2018 (DPA 2018) for the purpose of 'Legitimate Interest' for communication with you. If you would like to be removed, please contact anita.lad@jrc.co.uk.

20 January 2026

APPLICATION DETAILS: CAS-04707-X8P9X1 - Mynydd Tryfan Wind Farm

PROPOSED DEVELOPMENT: Proposed 5 x WTG with tip height of 158m

LOCATION: 3.7 km east of Llansannan and 7.7 km west of Denbigh in Conwy

Response by Arqiva

We refer to the above request and thank you for the opportunity to comment.

Arqiva is responsible for providing the transmission network for the BBC & ITV along with the majority of the UK's radio companies and is responsible for ensuring the integrity of Re-Broadcast Links. Tall infrastructure such as wind turbines and other tall structures have the potential to block radio transmission links and rebroadcasting links (through direct blocking of radio signal or deflecting signal). Our radio transmission networks normally operate with a 100m buffer either side of a radio link, free from interference by a tall development.

Arqiva do not assess the potential impact of tall buildings & wind turbines on the domestic reception of television and radio services. We would recommend that the developer undertakes its own reception survey to understand the potential for interference to television and radio reception, and consideration is made for a planning condition requiring the developer to mitigate the impact of any degradation of television and radio reception caused by tall buildings & wind turbines, similar to many other wind turbine and wind farm schemes. Further details can be found on the Ofcom website.

We have reviewed the proposal and confirm that it will not adversely affect our operations and as such, we have no objection.

If you would like to discuss this matter further, please make contact via our email inbox windfarms@arqiva.com

Yours sincerely
Keith Waudby
Principal Microwave Engineer

FORMAL REPRESENTATION: EIA SCOPING OBJECTION

To: Planning and Environment Decisions Wales (PEDW)

Email: PEDW.infrastructure@gov.wales

Reference: CAS-04707-X8P9X1

Project: MYNYDD TRYFAN WIND FARM

1. OVERARCHING PROCEDURAL OBJECTION

This representation constitutes a formal objection to the proposed scope of the Environmental Impact Assessment (EIA). We contend that the Scoping Report as submitted may fail to identify the whole "project" for EIA purposes and relies on "indicative" baseline data that is fundamentally inadequate for reaching a reasoned conclusion on significant environmental effects.

SAVE THIS LAND suggests that failing to address these topics breaches both the **Precautionary Principle** and the **Scientific Uncertainty** clause in legislation.

2. CRITICAL TOPIC OMISSIONS (DEMAND FOR INCLUSION)

We formally request that the following topics, potentially "scoped out" or omitted, be included in the Environmental Statement (ES) as required by the **Town and Country Planning (EIA) (Wales) Regulations 2017**.

A. Physical Environment & Soil Integrity

- **Peatlands & Carbon Sinks:** Peatlands are crucial carbon sinks. Scoping out peat is a major risk; development near these sensitive ecosystems leads to significant carbon release. A detailed assessment of peat depth and quality must be scoped *in*.
- **Topsoil & Mycorrhizal Fungi:** Physical disruption of topsoil destroys vital symbiotic networks essential for carbon sequestration and nutrient cycling.
- **Radiological Release (Radon & Cs-137):** Large-scale excavation risks the mobilisation of naturally occurring **Radon gas** and historical **Cesium-137** fallout lingering in topsoils. A radiological risk assessment is mandatory for public safety.

B. Acoustic & Psychoacoustic Impacts

- **Infrasound (0–20 Hz):** Audibility is not the only metric for impact; infrasound travels long distances and can cause adverse health effects. Demand for measurements in **dB(G)** or **dB(C)** to capture low-frequency energy.
- **Amplitude Modulation (AM):** The "thumping" effect is highly disruptive to residents under various weather conditions. AM should be thoroughly assessed, with specific planning conditions included as per recent Welsh consents.
- **Vibration from Operational Turbines:** Typically excluded from EIA except for a subheading with no content, clearly as maintenance schedules require regular checking and re-torquing vibration is present and transmitted through the foundation. Noise and human health impacts need to address the impacts of this.

We demand full transparency from applicants as to the source SPL at all frequencies from 0 hz to 20 hz and an independent assessment of propagation using SoundSim360 (A simulation tool for long-distance noise propagation from RHOWS - Uppsala University). In this regard, ETSU-R-97 has been shown to be wholly inadequate as evidenced by the ongoing UK Government Wind Farm Noise Consultation.

C. Operational Emissions & Chemical Risks

- **Blade Erosion & Microplastics:** Turbines spinning at high speeds release composite resins and microplastics (LEE) into the air, soil, and water. This is further compounded by service work involving cutting and power sanding of repairs. These materials degrade to cause Heavy Metal Leachates referred to below.
- **Heavy Metal Leachates:** Solar panels, BESS, and turbine foundations contain hazardous substances (e.g., Lead, Cadmium) that can leach into groundwater.
- **Concrete Foundation Degradation:** In acidic peatland, concrete foundations degrade and release cementitious materials indefinitely. The fact that foundations will remain in the ground after the project's lifespan must be fully assessed.

We demand full transparency from applicants as to the volume and chemical composition of such emissions. For example, the quantity of materials used in blade maintenance and the Material Safety Data Sheets detailing the composition of these materials.

3. BESS FIRE & SAFETY RISKS (where BESS is to be included)

The inclusion of **Battery Energy Storage Systems (BESS)** introduces catastrophic risks of thermal runaway and toxic smoke plumes. A robust **Fire and Smoke Plume Assessment** is essential to evaluate emergency response capacity.

4. GLINT AND GLARE (where SOLAR PV is to be included)

The inclusion of a "Glint and Glare" assessment is a critical safety and amenity requirement for any solar development and should never be "scoped out" of an Environmental Impact Assessment (EIA) The inclusion of a "**Glint and Glare**" assessment is a critical safety and amenity requirement for any solar development and should never be "scoped out" of an Environmental Impact Assessment (EIA).

5. DECOMMISSIONING & CIRCULAR ECONOMY

Under the **Well-being of Future Generations (Wales) Act**, the project must ensure sustainable resource use.

- **Firm Decommissioning Schedule:** A costed programme for total site restoration, including the removal of all sub-surface cabling and foundations, must be provided.
- **Recycling Mandates:** As of **January 2026**, the developer must identify specific UK facilities for the recycling of wind turbine blades, solar PV panels, and lithium-ion batteries to comply with zero-landfill targets.

6. CONCLUSION & STATUTORY DUTY

Failure to include these topics results in a fragmented and incomplete assessment of the project's true impacts, in particular on Human Health and Biodiversity.

We remind PEDW of its duty to ensure that decisions are based on the "**Sustainable Development Principle**" to protect the environment for future generations.

Signed: Tim Smith / SAVE THIS LAND

Date: 31/01/2026

PEDW
Crown Buildings,
Cardiff,
CF10 3NQ

Date: 02/03/2026
Our Ref: PPA0009886

Dear PEDW,

Grid Ref: 297336 366355

Site Address: Mynydd Tryfan Wind Farm, Conwy

Development: DNS-The Proposed Development is for the installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development.

I refer to your pre-planning enquiry received relating to the above site, seeking our views on the capacity of our network of assets and infrastructure to accommodate your proposed development and my colleagues' recent telephone message. Having reviewed the details submitted I can provide the following comments which should be taken into account within any future planning application for the development.

The proposal includes the installation and operation of a Wind Farm of up to 5 no. turbines up to a tip height of 180 metres and associated ancillary development. It is envisaged that the Proposed Development will have a generation capacity of ~24MW.

The proposal is categorised as a Development of National Significance (DNS).

We note that the proposal relates to a request for a 'Scoping Direction' in relation to the above development and as such our response is in regard to:

- i) The development proposals;
- ii) The proposed scope of assessment;
- iii) Relevant issues for consideration during the EIA process; and
- iv) The scoping out of environmental matters that are considered unlikely to be significant.

We note the applicant's description (Para.2.1.1) that *'The location of the proposed development is shown on Figure 1.1. At this stage the Site Boundary represents the land option available to the Applicant, and is not representative of what might be considered the 'red line boundary', for any future application.'* However, our response can only be made on the basis of the submitted red line at this stage and we

would wish to be re-consulted on any future changes to the site boundary as this may need a separate response.

In relation to the scope of the proposed EIA scoping chapters. Our Statutory role is primarily focused on EIA topics 'Assets' and separately, 'Water resources' and the potential for inter-relationship impacts to occur.

The proposal is located within a Drinking Water Protected Area under article 7 of the Water Framework Directive. This article requires the UK to take action to protect drinking water sources. Section 7.3 states that the aim is 'to avoid deterioration in water quality where this may lead to additional purification treatment being required'. The DCWW Drinking Water Catchment known as Afon Aled. The site is approximately 3.3km from the Bryn Aled pumping station.

We note the extent of the legislation description (section 6.3.2) and that this highlights the related water legislation references, similarly within Chapter 7. The assessment baseline (para.7.3.1 and 7.4) should confirm the presence of public sewer and watermain as per our records. A copy of our public records is attached to this letter.

In regards to Licensed Water supplies, references (Para 7.4.14) are made towards three locations within 5km of the site, and these include DCWW permits. We note (Licensed Water Supplies 7.5.16): *The water transfer license from the Afon Aled to feed the Plas-Uchaf reservoir is understood to be taken from a location 3.3 km downstream of the Site at Bryn Aled weir. The Plas-Uchaf reservoir is for drinking water supply and is therefore considered to be of a very high sensitivity. Potential water quality impacts from the Site during construction and operation are described in the Section above. On the basis of the sensitivity of the receptor, it is proposed that construction impacts on licenced water supplies are scoped in and assessed in more detail during the ES stage. We agree with the contents of Table 7.7 that' On the basis of potential impacts to this receptor in terms of water quality, this is proposed to be scoped in the to the ES assessment for the construction phase.'*

We would add that hydrological walkover surveys should be undertaken as well as a water quality monitoring programme at key locations around the proposed development to establish baseline water conditions, and monitoring through the operational stage and de-commissioning stage. We would welcome further discussions regarding Pollution Prevention and Incident Plan, to protect safety and measures to sustain existing drinking water catchment features.

Chapter 7 study area should include a minimum 5 km baseline.



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Mae Dŵr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in
Welsh and English

Dŵr Cymru Cyf, a limited company registered in
Wales no 2366777. Registered office: Pentwyn Road,
Nelson, Treharris, Mid Glamorgan CF46 6LY

Rydym yn croesawu gohebiaeth yn y
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

We highlight the following comments in regard to project specific foul and surface water disposal matters:

FOUL WATER

It appears the application does not propose to connect to the public sewerage system or potable water network. However, should circumstances change and a connection to our systems is preferred we must be re-consulted.

There is no public sewerage system in this immediate locality and therefore any new development will require provision of satisfactory alternative facilities for sewage disposal.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

SURFACE WATER DRAINAGE

As of 07/01/2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. As highlighted in these standards, the developer is required to explore and fully exhaust all surface water drainage options in accordance with a hierarchy. Disposal should be made through the hierarchical approach, preferring infiltration and, where infiltration is not possible, disposal to a surface water drainage body in liaison with the Land Drainage Authority and/or Natural Resources Wales.

Please note that no highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.

WATER SUPPLY

We have assumed that the proposal will not require the provision of a public water supply. Please do contact us again if this is not the case.



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Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

FURTHER CONTACT

If you have any questions about the above response, please contact Shân Wyn Jones who is the Development Planning Officer for the area at developer.services@dwrcymru.com or on 0800 917 2652. They will be happy to assist further.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application. I also attach copies of our water and sewer extract plans for the area, and a copy of our Planning Guidance Note which provides further information on our approach to the planning process, making connections to our systems and ensuring any existing public assets or infrastructure located within new development sites are protected.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,

Matthew Lord
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.



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Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

Dear To Whom It May Concern,

23/3/2026

Regarding Mynydd Tryfan Wind Farm CAS-04707-X8P9X1

I am writing regarding the Environmental Impact Assessment: Scoping Report [EIA] to highlight errors and omissions in the report and explain why I believe the information provided to date is wholly inadequate and misleading. [REDACTED]

In summary my concerns address:

- The impact on the settlements in the location
- The misleading information about the closest affected properties and the number of them
- The failure to even mention the closest grade 2* listed building in the Summary
- The woodland and nature surveys
- Cumulative impact of roads and pylons
- Effective on community

Settlements

Site issues: The site 'sloping from East to West from approximately 381m to 277m' means the turbines would reach an elevation of 561m at their peak, half the height of Yr Wyddfa and dominating the landscape. The base of the Aled Valley in Bryn Rhyd yr Arian lies at 132m, meaning that a turbine at an elevation of 277m would be taller than the Mynydd. It is only when you get to an elevation of 312m that the Mynydd and the turbine would be in proportion – although this will seem even more disproportionate at the residential properties on the road, along the ridge of the Mynydd. (2.1.3)

Properties

In the section headed '**Surroundings**', there are a number of significant omissions and failures to identify factors that, if identified, would undermine the validity of the 'Scope'.

The authors of the EIA completely fail to mention surrounding settlements, for example, Bryn Rhyd Yr Arian (2.1.2), a small community within the Aled Valley, which would clearly be affected. Only Llannsannan and Denbigh are highlighted.

It is asserted that the nearest residential property is Tan Tryfan, approximately 500 metres from the **Site**. This is incorrect and completely misleading. (2.1.5)

In section 6.4.2, there is a reference made to 'several farms located **outside of the Site** and adjacent to the redline boundary', which include Tryfan-Uchaf, Tryfan-Isaf, and Arllwyd. This is factually incorrect.

To clarify, Tryfan-Uchaf is a residential dwelling which would be approximately 450 metres from three different turbines. Tryfan-Isaf is approx 500 metres from a turbine and is also a residential dwelling. Arllwyd, is described as ‘a farm’ but again, this is incorrect. Arllwyd in fact comprises 3 separate residential dwellings, all of which would lie about 600m from the turbines.

Crucially, paragraph 2.1.5 wrongly identifies only Tan Tryfan as a relevant property from the **Site** at 500 metres. However, all the residential properties referred to above (Tryfan Isaf, Tryfan Uchaf and Arllwyd) in fact lie within the heart of the site edged red, but have been, wholly and inappropriately, ringed as if they are not part of the site. [REDACTED]

It appears that all the facts asserted have not been checked before this report was circulated.

(Bottom line: 5 residential dwellings not accounted for that are effectively within the site. 1 residential dwelling within the 500 metres zone of 3 turbines).

Heritage Sites

In the summary, at the beginning of the report, regarding the comments relating to ‘seven heritage sites’: Plas Isaf, Bryn Rhyd yr Arian, which is a Grade 2* residential dwelling, is not referenced at all. Instead, the introduction only mentions Pont Deunant and Pont Rhydyrarian, bridges. (2.1.10)

Plas Isaf is closer to the nearest proposed turbine and site, at approximately 900 metres distance to the Site and 1km to the nearest turbine than the two forementioned bridges. Plas Isaf is an excellent example of a Medieval Hall house. How can this be a complete EIA summary when a bridge is highlighted, but a listed 2* ancient building is not. It is not until the detail in 11.3.4 that it is mentioned with another bridge that is not mentioned in the Summary.

The proposed site would tower over a large section of the Pilgrims’ Way, through the Aled Valley, and the turbines will be extremely visible and clearly dwarf this listed building.

[REDACTED]

Woodland and Nature

The Scope report refers to ‘a small area of ancient woodland that encroaches into the northern part of the Site’. The use of the word small is inappropriate. This ancient

woodland extends to approximately 50 acres, which is entirely in keeping with 80% of ancient woodland in Wales (less than 49 acres). This being said, a proper measurement should have been obtained. (2.1.6). Ancient woodlands in Wales have protection, being recognised as irreplaceable habitats of high ecological and cultural value.

Having minimised the extent of the woodland, the Scope further minimises the importance of this area and the impact on wildlife eg, birds within this woodland. Surely a survey should be included in the scope. At the edge of the woodland, in Spring, Pied and Spotted flycatchers, and Redstarts arrive to breed. Several times per year Green Woodpeckers are seen. Also, within the ancient woodland, are nesting buzzards within 1km of the Site. There is additionally a healthy population of Roe Deer, Badgers, Foxes, Hares and Barn Owls. I also understand that the Aled Valley has the highest number of different types of birds of prey in one location in Wales. Other visitors to the Aled Valley are Waxwings, Bramblings, Redwing, to name just a few. (9.3.5).

What is most surprising and not discussed in the ornithological assessment is that there is a Heronry 1.5km from the Site. This Heronry houses several nests and herons can be regularly seen high above Mynydd Tryfan or feeding in the fields of Bryn Rhyd yr Arian. It is very surprising that with the abundance of herons locally, this was not identified in the Scoping. Would a robust ornithological assessment, undertaken to capture the above over an extended period, be helpful?

The common lizard lives within the ancient stone walls of Bryn Rhyd yr Arian. Slow worms are occasionally seen. I would be grateful if you could consider scoping for lizards and other reptiles on the Site and surrounding area, particularly the stone wall on the boundary of the site. (8.3.15). I am surprised this has been scoped out as later the report mentions on-site enhancement opportunities including the creation of small areas for reptiles and amphibians(8.5.2)

I would also be grateful if the Report would scope for Polecats. Polecats reside in Bryn Rhyd yr Arian and could reside in the ancient woodland adjacent to the site.

There are also several important issues with the Scope report in relation to its assessment of water. It states, in summary from a layperson, that there are springs and waterways that have good quality water, and with hard ground, there is potential for run off. But if there was contamination, the SSSIs would not be affected. I am concerned about local rivers, particularly the Afon Aled, which is 1km from the site. You have scoped in drinking water license from Bryn Aled weir but not considered in the impact on wildlife. This is renowned for Dippers and the occasional Kingfisher, and there are local reports of otter sightings within 1km of the site.

Cumulative effects

The Scope report fails to adequately address **access issues** in the event of development of this site. The roads are narrow and windy. It is implausible to believe that this development could proceed unless roads are altered or a new road in parts built, especially given the size of turbines proposed. There would be a huge disruption and further damage to wildlife, hedgerows, etc.... (3.1.3, 5.1.2, 6.2.2)

Similarly, the proposed method of connection to the grid is only briefly mentioned within the Scope. This is a concern. (6.2.2)

Such [REDACTED] omissions and lack of relevant information about consequential development would render any attempt to measure the potential cumulative impact of what is proposed impossible.

The Scoping report has caused a significant amount of angst and upset not just amongst the local community but also beyond. I have spoken to between 50 and 100 residents and only 1 is neutral and 1 is for the turbines. The rest are not in support of this proposal at all.

I am extremely fortunate to be able to live within the Aled Valley (Special Landscape Area SLA3). It is an exceptional area, with its dark skies, rolling hills, twisting narrow valleys and numerous rivers (five) leading in or out of Bryn Rhyd yr Arian. Whilst this is all accepted in the Scope, and historically the unique location has been protected, and planning has failed previously when the visual effects impacted the views from and within the Valley, the report considers this a viable option. (10.2.15)

Finally, [REDACTED] in the [REDACTED] final section of the report is shadow flicker. The report highlights that shadow flicker may be an issue considering dwellings with 10 rotor diameters of a proposed wind turbine's specific location. The Rotor diameter will be in range of 130m to 160m and dwellings therefore within 1.3. to 1.6km will be in range of flicker from your estimate.

I would be grateful if you could consider the points made and correct them if you deem them appropriate to do so and consider the other points.

Yours Faithfully

Dr Stephen Newton

[REDACTED]

14 APR 2026

Mr Nicholas Kite C.Env
Ty Newydd
Rhiw
Conwy
LLL16 5SH

Tel: [REDACTED]

Email [REDACTED]

11 April 2026

PEDW Wales
Planning and Environment Decisions Wales
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Re: Wind farm application CAS-04707-X8P9X1 (Mynydd Tryfan)

Dear Sir/Madam,

Whilst I understand that the formal public consultation for the above application has not yet opened, I have serious concerns about it that I wish to draw to your attention as early as possible.

I have a professional background in ecology and environmental work and have been involved in the process of agreeing mitigation on local windfarms and I am therefore familiar and qualified to comment on what are acceptable standards in this matter.

The ecology and ornithology sections of the EIA scoping for application CAS-04707-X8P9X1 are substandard. The applicant has not followed their stated methodology and in addition have sometimes used entirely inappropriate methodologies [REDACTED]

The EIA scoping suggests ruling out whole groups of organisms from further investigation (e.g. reptiles) without any supporting justification.

Furthermore, only one year's worth of ecological data (2025) has been collated. This is an insufficient time frame on which to base future decisions, especially considering that 2025 was an anomalous year, (the hottest year on record). The applicant claims to have followed NatureScot (2017), *Recommended bird survey methods to inform impact assessment of onshore windfarms*. That guidance recommends a minimum survey period of two years. Specifically, it says "**Where proposed survey effort is less than two years, this should be fully justified**". No justification for this shortened window is offered. Even if work is being carried out in 2026, the scoping is suggesting making decisions already, based on just the 2025 information.

Overall, the preapplication work gives the impression of a project that is being pushed through in a rush, and without due diligence. My request to PEDW is that they ensure due diligence is followed and that this application is held to the appropriate standards.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

Mr. Nicholas Kite C.Env