

23 May 2018

**The fifteenth meeting of the Mynydd y Gwair Wind Farm Community Liaison Group
Village Hall, Felindre**



Attendees

Cllr Paul Northcote, Mawr Community Council
Emma North, Planning, City and County of Swansea
David Owen, Planning, City and County of Swansea
Cllr. Kevin Griffith, Pontarddulais Town Council
Cllr. Wyn Morgan Penllergaer Community Council
Paul Newman, Pontlliw and Tircoed Community Council
David Flatley, Farrans
Brigitte Rowlands, WGCA
Cllr. Frank Jones Mawr Community Council
Philip McDonnell, Chair
Jenny Cowley, Community Liaison Manager, Innogy Renewables UK Ltd.
Tim James, Construction Project Manager, Innogy Renewables UK Ltd.
Angharad Davies, Cadno Communications Ltd

1. Welcome and introductions

The chair welcomed everyone to the meeting. At the last meeting a number of difficult issues had been raised and the Chair invited everyone to express their views patiently and politely.

2. Apologies

2.1 Sgt. Philip Morris, South Wales Police (SWP); Jennifer Turner (Farrans)

3. Minutes & matters arising

- 3.1 Additional passing points are now in place (item 3.3).
- 3.2 The Chair informed members that Linda Frame, of Mawr Community Council, had joined the Council's committee of the Rural Development Programme.
- 3.3 Referring to item 5.11, Farrans had reported to JC that the GAP vehicle driving through Felindre was unlikely to be one working on the wind farm project.
- 3.4 Referring to item 7.1 Farrans had fed back to JC that Heol y Barna had not been officially closed, but on that morning, traffic had been stopped for a short period so that Farrans contractors could assist a lorry using the incorrect track to reverse back onto the main road. This had caused tailbacks of around 10 cars on each side.
- 3.5 In reference to item 7.3, Farrans conceded that they had been working late in order to catch up with the installation of cattle grids at the crossing points. This is not allowed, and Farrans have noted the need to adhere to the working times permitted.
- 3.6 The minutes were agreed as a true record of the previous meeting. Proposed by BR and seconded by EN.

4. Update from Tim James

- 4.1 5.5 km of track is now complete.
- 4.2 Turbine excavations on 108, 107 and 105 have been blinded and are now ready for steel fixings and the first steel delivery has been made to site. Steel fixers are starting on 11th June.
- 4.3 The first concrete pour will be in the week beginning the 18th June.
- 4.4 There are now a total of 8 foundation cans on site.
- 4.5 The fencer has completed a further approx. 300 metres of track and is scheduled to come back next week to complete all the fencing. All of the western side and the spine is complete, and the posts for some of the eastern side have been installed. It's likely that the work to complete the fencing will take approximately a further two weeks, as long as the weather remains dry.

4.6 Farrans proposed a temporary resolution to the issue of ducting that prevents farmers from crossing the common and shepherding. They proposed and have now cut the ducts to create gaps along the route to enable farmers to cross. BR confirmed that this would make a huge difference to commoners. The ploughing will now be left until the access track has been completed.

4.7 Earthworks 201/202 has begun.

4.8 The main focus is completing the track to the site of the control room.

4.9 There have been a number of complaints concerning speeding lorries, and TJ reported that Innogy had purchased a speed gun in order to monitor speed at the main site entrance (Bolgoed Road) and Cwmdulais, near A1K9.

- Monitoring had been undertaken at Bolgoed Road on 17th and 22nd May and TJ was able to confirm that no lorries had been seen speeding (in fact all were travelling at less than 30 MPH in a 40 MPH zone); only one load was not correctly sheeted (and Farrans had been informed), and none had been seen driving without due care and attention.
- Monitoring had taken place at Cwm Dulais on 16th May and 23 May. Speed on this part of the road is limited to 15 MPH and all, bar one vehicle, had been keeping to the limit. Farrans have been informed. TJ reported that monitoring would continue.

4.10 PN (Pontlliw) reported that he had received a number of complaints about speeding on the Penllergaer to Tircoed road. **Action: TJ confirmed that he would carry out further monitoring on this stretch of road.**

4.11 A complaint had been received about the noise of vehicles travelling over the cattle grid at the Bolgoed Road entrance. Innogy conceded that this was noisy and despite trying a number of silencing solutions, the problem persisted. Innogy will continue to look for a solution, and it may be the case that the grid is removed and the area filled in.

4.12 A camera has now been installed at the site entrance.

4.13 TJ was asked how many concrete lorry movements would be required when a foundation pour was undertaken. TJ confirmed that 50 loads would be required and that would be in addition to the stone deliveries that are being made to site. There would likely be one concrete pour per a week for a period of 16 weeks commencing from w/c 18/06/18. These vehicle movements will have been outlined in the EIS.

4.14 TJ and BR were currently discussing the cattle grids that had been proposed for use on the common and were confident of reaching a mutually agreeable solution to the matter. A site meeting between the developer, the contractor and commoners is being organised to review the matter.

4.15 PN (Mawr) had brought along a bag of construction-related rubbish from the site that had been collected by a local resident. Farrans is addressing this matter.

5. Update from Jenny Cowley

5.1 JC reported that she had received a number of complaints from two individuals, one from Cwmdulais and one from Bolgoed Road.

5.2 JC was pleased to report that there are far fewer incidents of lorries travelling through Pontarddulais. However, one resident had helpfully reported the time and number plate of a lorry alleged to have been speeding, and this was being investigated.

5.3 There is a lot of dust on the tracks and Farrans have a bowser on site to dampen the dust. Farrans have identified a local source of water and 10-12 loads of water per day are currently being used on the areas where work is being carried out. Farrans have lined a settling pond on site that will be used as a source of water when it next rains. DO reported that he had been to site and witnessed the bowser in use but conceded that dust is an issue. TJ noted that as construction continues the amount of track to be treated increases. PN (Pontlliw) suggested that two bowsters be used to tackle the matter. **Action: DF from Farrans will consider this as a solution to combatting dust.**

5.4 It was also suggested that the old stone road could be used for vehicles. **Action: TJ and BR will discuss this at the site meeting with Christopher Smith of the Somerset Trust.**

6. Correspondence

6.1 A number of CLG members had received the same e-mail from the same individual, outlining a number of issues. This e-mail had been received by DO, KG and EN. DO outlined each of the issues raised, and they were dealt with, thus:

6.2 Peat management: Where peat needs to be removed, it is meant to be stored on site according to a peat management plan. DO confirmed that he had seen peat on site uncovered and dry. TJ explained that in many cases, peat had been covered with plastic, which had unfortunately blown away, Farrans have been asked to address this. The ecologist has advised that the stockpiles could be turfed to prevent it drying out. Some of the subsequent stockpiles have now been turfed. In a limited number of cases, and as a result of the particularly wet weather, peat was stored in peat cells to dry out and then taken back and re-instated. All of this was done in conjunction with the ecological consultant. DF confirmed that he had checked the peat and whilst the top two inches was dry, beneath this the peat was moist. BR reminded DF that the Construction Method Statement (CMS) specifies that the peat should be watered as often as possible in dry conditions and DF confirmed that the bowser was being used for this purpose. FJ recalled an incidence of peat being left to dry and rot, on a previous project many years ago (not a wind farm project). BR stated that the CMS outlined that the stock piles should be stored on geo-textiles. It was agreed that the best solution was to reinstate the peat as soon as possible, and in the interim, concerted efforts be made to keep the peat moist. **Action: TJ and DF will reinstate the plastic coverings and ensure the peat is watered regularly.**

6.3 The complainant alleged that 'frothy run offs' from the site were getting into the Lliw Reservoir catchment basin. TJ confirmed that water was monitored and that Dŵr Cymru Welsh Water (DCWW) had been out to inspect the measures being taken to prevent this from happening and were satisfied. In addition, Innogy's ecological specialist was monitoring the situation.

6.4 The complainant alleged that the access track was behind schedule, threatening the developer's ability to meet the Contracts for Difference (CfD) deadline. TJ confirmed that this was not the case at all.

6.5 The complainant alleged that the use of helicopters had scared livestock. The helicopter had only been used for three days, at a time when there was very little livestock on the common, and at the time, no-one had complained. Besides, Western Power Distribution (WPD) regularly use helicopters to inspect their electricity infrastructure, to no ill-effect. Whilst the use of the helicopter had not been included in the CMS, it had saved time and reduced vehicle movements.

6.6 The complainant alleged that commoners with grazing rights were delaying putting out their livestock on the common. These matters are dealt with at length in the separate Management Group meeting involving commoners, and directly with the WGCA and individual farmers. Graziers who are inconvenienced by the construction are entitled to submit claims to the Shepherding Fund for compensation.

6.7 The complainant alleged that the community councils were excessively interested in the community benefit funding. Members felt that this was unfair.

6.8 The complainant alleged that Innogy's company restructure threatened the completion of the project. TJ dismissed this and assured members that this was not the case and that the project would be completed.

6.9 The complainant alleged that the CLG did not feedback to the public. Members took exception to this and listed the ways in which they feedback from meetings, including posting the minutes on their community council Facebook pages and websites, feeding back to community council meetings every month (which are open to members of the public) and being accessible to residents, and receiving queries and complaints. KG suggested making the minutes available to local libraries. FJ, who has recently joined the CLG, said he felt uninformed about the road closures that had happened earlier on in the project, but BR countered this and said that she had posted maps of the closures around the village. The establishment of the CLG was a condition of planning consent and stipulated that there should be 'effective liaison' and the CLG Terms of Reference, underline this. The Chair referred to the fact that CLG members brought issues and concerns from their communities to each meeting, that

these were dealt with and minuted, and that the minutes were published, all of which was proof that the CLG was carrying out its duties as effectively as possible.

6.10 TJ reiterated that CLG members could contact innogy at any time, and that liaison didn't need to wait until the formal CLG meetings. There are a number of ways that members of the public can get in touch with the innogy team, by e-mail, post, or telephone, and these access points are all advertised.

6.11 EN confirmed that she will respond to the complainant.

7. AOB

7.1 BR has been contacted by a local resident near to the site entrance, concerned about cracks on his property. JC confirmed that innogy was in contact with the resident and had been since the beginning of the project. The matter has been raised at previous meetings and minuted. Vibration monitoring was being carried out by Dawnus, and innogy had installed a permanent vibration monitor in the neighbouring property (which it owns). This monitor was being analysed by an independent assessor. No vibration has been recorded that is above the threshold. The recent small earthquake had been picked up by the monitor; this vibration whilst 8.5 times above the highest vibration recorded from the project work, was still below the level that would cause cosmetic or damage. The level of vibration that would likely cause structural damage is even higher. Innogy has now formally written to the resident with its findings.

7.2 Wooden fencing by Five Roads has been vandalised. It appears that the culprits are known locally and innogy has committed to maintain the fencing as a part of the wind farm infrastructure.

7.3 A local resident is concerned about anti-social drivers travelling at speed. This is not a construction matter, but TJ agreed to raise this with South Wales Police, as a gesture of goodwill.

8. Next meeting:

8.1 It was agreed that the next meeting will be held on site and will be preceded by a site visit at 5 pm, on Thursday 21st June 2018.

8.2 The Chair thanked members for their contributions and participation and summarised the issues raised.

8.3 The meeting concluded at 7.15 pm.