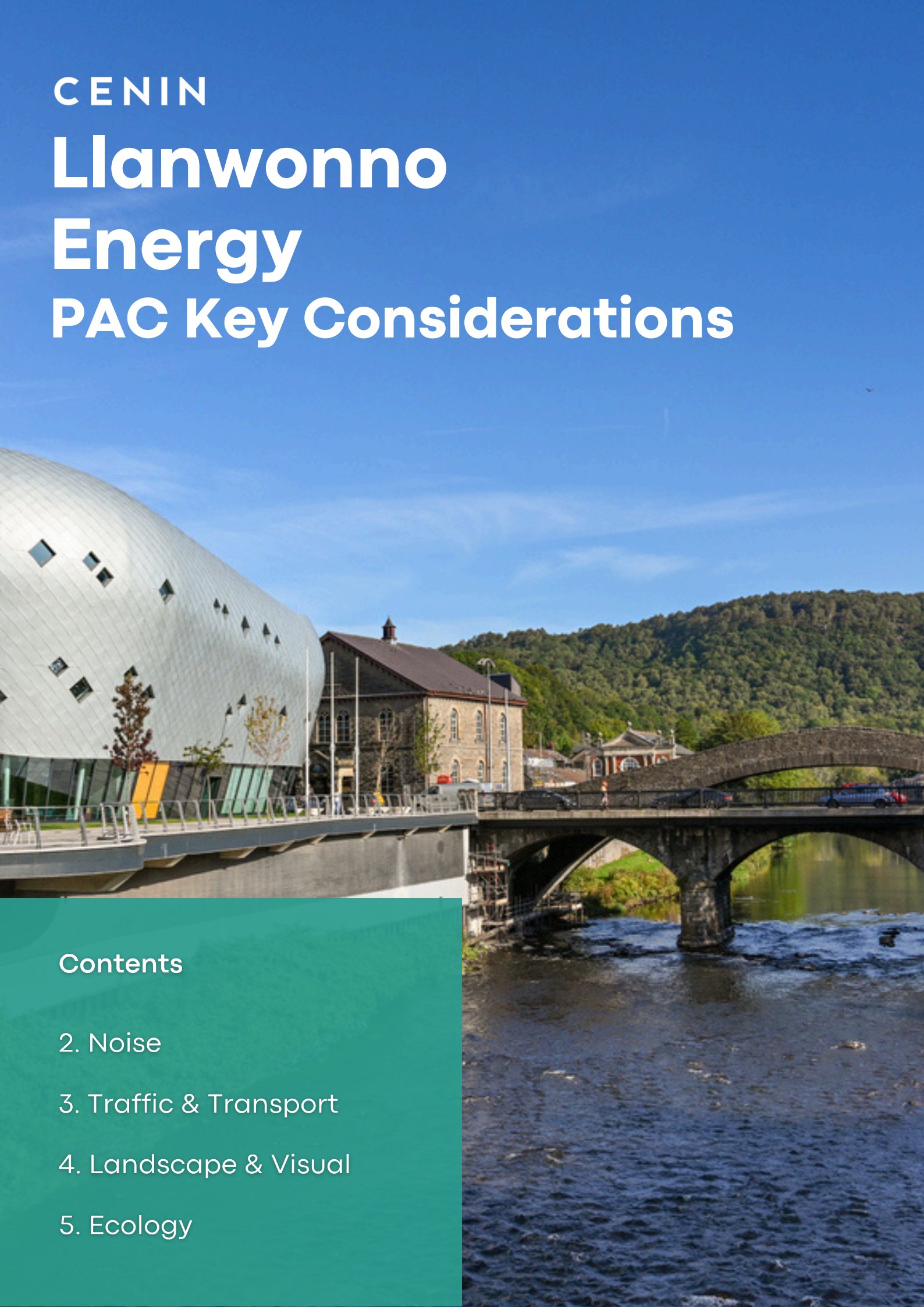
CENIN

Llanwonno Energy

PAC Key Considerations



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Noise

A number of noise-sensitive receptors surround the Site which have the potential to be impacted by noise from both the construction and operation of the Proposed Development. It is anticipated that construction will take approximately 24months during which time elevated noise levels will occur. The noise from construction activities has been predicted to be below acceptable limits throughout the duration. However, notwithstanding, Best Practicable Means (BPM) will be incorporated into the Construction Environmental Management Plan (CEMP) to help minimise noise as far as practicable.

During operation, noise from both the proposed and existing wind farms in the area have been accounted for in accordance with the ETSU-R-97 guidance utilising the Institute of Acoustics Good Practice Guide. Cumulative noise levels that meet the limits derived in accordance with the ETSU-R-97 guidance are considered to not cause a significant adverse impact. Should permission be granted then noise limits for the Proposed Development would be set out within the conditions.

Traffic & Transport

Llanwonno Energy Project will utilise two access route arrangements; one for Abnormal Loads, and another for general construction traffic, in accordance with the approved access strategy utilised for the neighbouring Llwyncelyn Wind Farm's planning application and construction (REF: 15/1635/FUL). Abnormal Load access will be via the A4058 Sardis Road gyratory, Graigwen Road and Pen-y-Wal Road, approaching from the south.

General construction traffic access will be from the north, via the A4223, B4273, Heol-Y-Mynach, and Bryn Ffynon before approaching along Pen-y-Wal Road from the north via Llanwonno.

The construction phase is anticipated to last approximately 24 months. During peak activity, construction traffic is expected to peak at 57 vehicles per day, comprising 38 light vehicles per day and 19 heavy goods vehicles per day (HGV).

It is recognised that there are sensitive receptors in proximity to the site boundary. However, based on the projected construction traffic flows, and the mitigation provided, these levels are considered low enough to avoid any significant environmental effects.

Once operational, the Energy Project will be managed remotely and will require only occasional site visits for maintenance, as needed. The associated vehicle movements will have a negligible impact on the surrounding highway network.

The planning application will include a Traffic Management Plan (TMP). This document will provide detailed information on expected construction vehicle movements and vehicle types, journey considerations for construction and maintenance staff, proposed access junction arrangements, the suitability and details of the proposed delivery routes, information on the traffic management measures to be implemented, and will detail the construction working hours and duration of works.

Landscape & Visual

The key considerations relating to Landscape and Visual involve assessing the effects during the construction, operation and maintenance and decommissioning phase of the Proposed Development. The assessment considers the potential impacts on the landscape character and visual amenity including designations, PRoWs, bridleways, National Cycle Routes and Long Distance Paths.

The assessment examines all the existing conditions relating to the Site including National Landscape Character Areas, Regional Landscape Character Types (LANDMAP) and landscape designations.

The visual assessment examines various locations representing views by residents, recreational users and road users.

The cumulative assessment includes other wind and solar within the study area. Mitigation measures include woodland, grassland creation and enhancement. Consideration of the landscape and visual aspects throughout the design process have led design iterationsto reduce visibility and the colour of the Proposed wind turbines is 'Goosewing grey' to reduce visual effects.

There would be likely significant effects on the immediate and surrounding landscape character and Special Landscape Areas.

There would be likely significant effects on views for residents and recreational users from Rhiwgarn Road, Trebanog and Mount Pleasant, Trehafod, Darren Dyllas, Mynydd y Glyn.

There would be significant cumulative landscape effects particularly on the immediate and surrounding landscape character and Special Landscape Areas. There would be significant cumulative visual effects particularly with the consented wind energy developments of Mynydd y Glyn and Twyn Hywel within the vicinity of the Proposed Development.

Ecology

The Site is not subject to any statutory designation for its nature conservation interest. A non-statutory designated site, Llys Nant and Graig Twyn-y-glog Woodlands Site of Importance for Nature Conservation (SINC) takes in an area of woodland within the eastern part of the Site, and there are further SINCs around the edges of the Site boundary.

The Site is dominated by improved and poor semi-improved grassland. Acid and marshy grasslands are present in the northern and eastern parts of the Site and other habitats include areas of dense bracken, a small area of dwarf shrub heath and young even-aged trees planted on the site of a coniferous plantation woodland. This latter wooded area forms the on-site part of the SINC referred to above.

Ecological and ornithological surveys have found that the Site supports a bat fauna including a minimum of nine species, but the level of bat activity over the Site is low. Water vole occurs in a limited area of suitable habitat. There is no clear evidence of any use of the Site by hazel dormouse, great crested newt or otter, all of which have been surveyed for in accordance with industry guidance. Lapwing breed to the west of the Site, nightjar in the plantation to the north of it, and red kite within a short distance of the Site boundary. Flight activity over the Site by these and other protected and priority bird species has been subject to detailed study.

While the development of the project will result in some loss of young woodland from within the SINC, a wide range of long term habitat enhancement measures will be delivered through the project, and community involvement will be sought in biodiversity monitoring initiatives. It is proposed to develop these initiatives in detail post consent through a conditioned detailed habitat management plan aimed at delivering demonstrable biodiversity net benefit through the scheme.