



Pennant Walters

GLANLLYNFI GARTH WIND FARM

Draft Environmental Statement

Appendix 12A - Outline Public Rights of Way Management Plan



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1. Introduction

1.1 Overview

- 1.1.1 This Outline Public Rights of Way Management Plan (PRoWMP) has been produced by WSP on behalf of Pennant Walters Ltd. (hereafter referred to as 'the Applicant') as part of the Environmental Statement (ES) for the construction and operation of up to eight turbines on land to the east of Maesteg in South Wales (herein after referred to as 'the Proposed Development').
- 1.1.2 The Proposed Development is predominantly within the administrative boundary of Bridgend County Borough Council (BCBC). However, existing access tracks, that form part of the Proposed Development, that would be used are located in Rhondda Cynon Taf County Borough Council (RCTCBC) and Neath Port Talbot Council (NPTC) authority areas.
- 1.1.3 The Outline PRoWMP is a live document and will be updated as the elements of the Proposed Development are finalised. It sets out the principles for the management of construction traffic and the mitigation requirements to minimise impacts. A full version of the PRoWMP (referred to herein as the 'full PRoWMP') will be produced and submitted to the relevant local planning authorities prior to the commencement of the relevant works.

1.2 Site Overview

- 1.2.1 The Proposed Development would consist of two main land parcels: Pwll-yr-lwrch (the 'Northern Array') and Cynhordy (the 'Southern Array'). The Proposed Development also extends to encompass the access route from the A4061, which includes a network of tracks and trails through forest areas. The Proposed Development area is shown on **Figure 12A.1**.
- 1.2.2 The Site currently comprises mostly semi-improved grassland, marshy grassland and heathland. The nearest settlement to the Proposed Development is Maesteg, the outskirts of which are approximately 1 km to the west of the Northern Array and 1.5 km west of the Southern Array. There are a number of isolated residential properties located with 1 km of each parcel.

1.3 Scope and Objectives of the PRoWMP

- 1.3.1 This Outline PRoWMP sets out the locations of all Public Rights of Way (PRoW) that could be affected by the Proposed Development. This report details the likely environmental measures which would be implemented in relation to the PRoW, permissive paths, Other Routes with Public Access (ORPA) and Open Access Land (OAL) which are affected by the construction and operational phase of the Proposed Development.
- 1.3.2 This Outline PRoWMP will provide the basis for management and mitigation to minimise the impact of the Proposed Development's construction and operation. It will be updated into a full PRoWMP, and submitted for approval with the relevant

highway authorities, once the contractor has been appointed and further construction details are known and prior to the commencement of construction.

- 1.3.3 The operational life of the Proposed Development is anticipated to be 30 years. At the end of operational life there are various options relating to decommissioning, with some elements to remain in situ. At an appropriate time prior to decommissioning, PRow mitigation and management would be identified in consultation with the local planning authority.

1.4 PRowMP Structure

- 1.4.1 The remainder of this Outline PRowMP is set out as follows:

- Section 2: summarises the Proposed Development;
- Section 3: defines Public Rights of Way (PRow) and other key public access routes and areas and identifies those that are currently anticipated to interact with the Proposed Development;
- Section 4: details the likely overarching environmental measures and proposals; and
- Section 5: presents a summary of the environmental measures and provides a narrative for next steps.

2. Proposed Development Overview

2.1 Description of the Proposed Development

2.1.1 The following summarises the key elements of the Proposed Development:

- up to eight wind turbines, with a maximum blade tip height of 180m, located across two land parcels referred to as the 'Northern Array' and 'Southern Array';
- two substations;
- two temporary construction compounds;
- two temporary site offices;
- crane pads and cabling;
- access track construction;
- existing access tracks upgrading to facilitate the movements of abnormal loads; and
- overhead line connection (via wooden pole) to agreed Points of Connection (POCPoC) with National Grid Electricity Distribution (NGED).

2.2 Proposed Development Timeline

2.2.1 The anticipated construction period for the construction of the Proposed Development would be 22 months in duration, and it is currently assumed construction would commence in 2029 and finish in 2031.

2.2.2 The timing of the programme and activities forming the programme are to be confirmed, where relevant the full PRowMP will update assumptions regarding the programme.

2.3 Proposed Development Traffic

2.3.1 This section presents a summary of construction and operational traffic assumed to be generated by the Proposed Development as per **Chapter 12 Traffic and Transport** of the ES. The full PRowMP will provide an update on the estimated number of HGV movements if different to the below.

Construction Phase

2.3.2 **Chapter 12 Traffic and Transport**, sets out in detail the assumed traffic generation for the construction of the Proposed Development. For the ES 'worst-case' transport assessment it has been assumed that the peak construction traffic generation would be in month three of the construction traffic programme and would consist of approximately 73 heavy goods vehicle (HGV) movements on a daily basis on average (a vehicle going to the Site and then from the Site would

equal two movements). This excludes AIL delivery movements. It has been assumed that for each of the eight turbines there would be 10 AIL deliveries, which would equate to 160 movements, approximately 80 across each of months 12 and 13.

- Normal HGV loads (during the construction phase) for the Proposed Development construction would be required to access the Site via the proposed construction HGV traffic access route. This route would connect the Proposed Development to the Strategic Road Network (SRN) and consists of construction HGV traffic:
- exiting the A465 at the A465/Rhigos Road (A4061);
- routing along Rhigos Road (A4061) to the Site access on Rhigos Road (A4061) and onto access tracks that are not part of the local road network;
- rejoining the local road network on the A4107 and routes east along the A4107 for approximately 270m before routing onto an access track (south of the A4107) that is not part of the local road network.

2.3.3 Construction HGV traffic would use the reverse to route from the Site to the SRN.

2.3.4 Abnormal load movements would currently be anticipated to use the routes set out within **Appendix 12C: Abnormal Loads Access Study** of the ES.

2.3.5 There would be some light vehicle (LV) movements, however, these are considered insignificant in terms of an increase in volume for a Proposed Development of this scale and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable and would be implemented via the full Construction Traffic Management Plan (CTMP) and outline of which is provided within **Appendix 12B: Outline Construction Traffic Management Plan**.

Operational Phase

2.3.6 Operational traffic would comprise a limited number of traffic movements associated with servicing and repairs.

3. Routes and Areas Affected by the Proposed Development

3.1 Key Definitions

- 3.1.1 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes the use of PRowS and the right to roam OAL, for example.

3.2 Public Rights of Way

- 3.2.1 There are four distinct types of PRow, that appear in Definitive Maps and Statements:
- footpaths – for pedestrians (which includes walkers and wheelers);
 - bridleways – for pedestrians, cycling and horse riding;
 - restricted byways – for any transport that does not have a motor; and
 - byways open to all traffic (BOAT) – for any kind of transport, including cars (but these are mainly used by pedestrians, cyclists and horse riders).
- 3.2.2 In the countryside, PRowS are usually marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. Strategic National Trails are usually marked with route specific signage.
- 3.2.3 PRowS are recorded on the Definitive Map and Statement, which are collated by the local Council as surveying authority. Definitive maps and statements are documentary records of public rights of way depending on the category of PRow. They indicate where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981¹ makes it explicit that the definitive map and statement, taken together, are legally conclusive evidence of the existence of the highways of the description shown and of the rights and limitations existing over those highways at the relevant date, unless there is a subsequently confirmed legal order amending those rights. All surveying authorities must maintain a Definitive Map and Statement of PRow within their administrative boundaries, which includes historic routes and any changes to PRow orders and routes that may have occurred since 1981. Many local authorities also present this information online, but this does not always reflect recent changes.

¹ Wildlife and Countryside Act 1981 (online). Available at: <https://www.legislation.gov.uk/ukpga/1981/69/contents>

3.3 Permissive Paths

- 3.3.1 A permissive path, permitted path, or concessionary path is not a PRow but a path (which could be for walkers, riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.

3.4 Other Routes with Public Access

- 3.4.1 ORPA are included on OS maps and are roads/tracks that carry public rights of some sort, but which are not recorded either as PRow, nor coloured as most public roads are, in red, brown, orange or yellow on OS mapping. It is not possible to tell if these have rights other than a PRow on foot.

3.5 Open Access Land

- 3.5.1 The Countryside and Rights of Way Act 2000 (CROW Act)² normally gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as OAL. OAL may be publicly or privately owned.

3.6 National Cycle Network Routes

- 3.6.1 The National Cycle Network (NCN) is a network of signed cycle routes across the UK (which can be used for walking, wheeling and cycling). The routes are promoted by the Walk Wheel Cycle Trust. NCN routes consist of sections of on-road and traffic-free cycle routes.

3.7 Overview of Potential Effects

- 3.7.1 In order to ascertain the extent of the potential effects of the Proposed Development on the PRow network and OAL, two key data sources have been used to inform the Outline PRowMP, as follows:

- BCBC – online mapping³
- NPTC – online mapping⁴
- RCTCBC - online mapping⁵;
- Walk Wheel Cycle Trust – online mapping⁶; and

² UK Government (2000). The Countryside and Rights of Way Act 2000. (online) Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents>

³ Bridgend County Borough Council (2025). Online Map (online). Available at: <https://maps.bridgend.gov.uk/webmap9/Map.aspx?MapName=OSWMTSBasemap>

⁴ Neath Port Talbot Council (2016) NPT Rights of Way (online). Available at: https://maps.npt.gov.uk/rights_of_way/index.html

⁵ Rhondda Cynon Taf County Borough Council RCT CBC Maps (online). Available at: https://maps.rctcbc.gov.uk/myRhondda.aspx?MapSource=RCT/AllMaps_english&StartEasting=306432&StartNorthing=189805&StartZoom=4000&_gl=1*116dq3b*_gcl_au*MTUxNjM4NDk0LjE3NzkyODYyNDE.

⁶ Walk Wheel Cycle Trust (2026) National Cycle Network (online). Available at: <https://www.walkwheelcycletrust.org.uk/national-cycle-network/>

- Welsh Government – online mapping⁷.

3.7.2 In terms of potential effects, this Outline PRoWMP summarises effects anticipated as a result of the Proposed Development, be that during construction or operation including routes/areas which are:

- affected by any temporary elements of the Proposed Development;
- affected by any permanent elements of the Proposed Development; and
- affected by the routing of construction traffic along the access tracks within the Proposed Development.

3.7.3 The PRoWMP sets out the routes and areas affected, the nature of the impact and mitigation and management measures, **Chapter 12: Traffic and Transport** provides an assessment of the significance of the effects.

3.8 Interactions Between Key Public Access Routes and Areas and the Proposed Development

3.8.1 This section sets out the key routes and areas potentially affected by the Proposed Development with an interaction as set out above. These are predominantly within the Development Site.

3.9 Public Rights of Way

3.9.1 **Table 3-1** sets out the interactions between the Proposed Development and the PRoW networks within RCTCBC, NPTC and BCBC. **Figure 12A.1** shows the Proposed Development and the PRoW network in its vicinity.

Table 3-1 PRoW interactions with the Proposed Development

Authority Area	Type and ID	Nature of Interaction
RCTCBC	Bridleway RHI/10/4	Crosses Proposed Development at access track in the Proposed Development north of A4107.
NPTC	Footpath 56/9/4	Crosses Proposed Development at access track in the Proposed Development north of A4107.
NPTC	Footpath 56/8/1	Crosses Proposed Development at access track in the Proposed Development north of A4107.
NPTC	Bridleway 23/25/6	Routes along route of access track in the Proposed Development north of A4107.
NPTC	Bridleway 23/31/1	Terminates at route of access track in the Proposed Development north of A4107.

⁷ DataMapWales (2021) WOM21 Open Access (online). Available at: https://datamap.gov.wales/layers/geonode:GWC21_Open_Access#download-metadata-section

Authority Area	Type and ID	Nature of Interaction
NPTC	Bridleway 23/30/1	Routes along route of access track in the Proposed Development north of A4107.
NPTC	Bridleway 56/6/1	Terminates at route of access track in the Proposed Development north of A4107.
NPTC	Bridleway 23/20/6	Terminates at route of access track in the Proposed Development north of A4107.
NPTC	Bridleway 23/2/2	Routes along route of access track in the Proposed Development north of A4107.
NPTC	Footpath 23/1/1	Terminates at route of access track in the Proposed Development north of A4107.
NPTC	Footpath 23/12/1	Crosses A4107/access track within the Proposed Development.
NPTC	Footpath 23/70/1	Routes along route of access track in the Proposed Development south of A4107.
NPTC	Bridleway 23/10/1	Crosses Proposed Development at access track in the Proposed Development south of A4107.
NPTC	Footpath 23/8.Blngw/3	Crosses Proposed Development at access track in the Proposed Development north of A4107.
NPTC	Undefined 23/A.F.19/1	Crosses Proposed Development at access track in the Proposed Development north of A4107.
BCBC	Footpath MAE/4/3	Routes along route of access track, and crosses access track, in the Proposed Development south of A4107.
BCBC	Footpath MAE/3/3	Crosses Proposed Development at access track in the Proposed Development south of A4107.
BCBC	Footpath MAE/4/2	Routes along route of access track, and crosses access track, in the Proposed Development south of A4107.
BCBC	Bridleway MAE/28/3	Crosses Proposed Development at access track in the Proposed Development south of A4107.
BCBC	Bridleway GWV/30/5	Crosses Proposed Development at access track in the Proposed Development south of A4107.
BCBC	Bridleway GWV/45/3	Crosses Proposed Development at access track in the Proposed Development south of A4107.
BCBC	Footpath GWV/37/3	Routes along route of access track in the Proposed Development south of A4107.

Authority Area	Type and ID	Nature of Interaction
BCBC	Footpath GWV/37/2	Terminates at route of access track in the Proposed Development north of A4107.
BCBC	Footpath MAE/59/1	Routes through the Proposed Development Northern Array, in the indicative overhead line corridor.
BCBC	Footpath MAE/4/2	Routes through the Proposed Development Northern Array. It routes within 198 m of turbines T2 and T4 (including outside of the Proposed Development area).
BCBC	Footpath GWV/29/1	Routes through the Proposed Development Southern Array.
BCBC	Footpath GWV/28/2	Terminates at the Proposed Development Southern Array boundary.
BCBC	Footpath GWV/28/3	Routes through the Proposed Development Southern Array.
BCBC	Footpath MAE/36/1	Routes through the Proposed Development Southern Array. It routes within 198 m of turbine T6.
BCBC	Footpath GWV/36/2	Routes through the Proposed Development Southern Array and Crosses Proposed Development at access track in the Proposed Development south of A4107. It routes within 198 m of turbine T6.
BCBC	Bridleway GWV/30/3	Routes through the Proposed Development Southern Array. It routes within 198 m of turbine T6.
BCBC	Bridleway GWV/30/1	Routes through the Proposed Development Southern Array including along internal Southern Array access tracks. It routes within 198 m of turbines T6 and T7.

PRoW route data: ³; ⁴ and ⁵

- 3.9.2 Overall, 18 footpaths, 13 bridleways and one uncategorised PRoW have been identified as interacting with the Proposed Development, of which 17 are located in BCBC, 14 in NPTC and one in RCTCBC.
- 3.9.3 No turbines are proposed on PRoWs. The British Horse Society⁸ notes that there is a recommended distance of blade tip height plus 10% between a turbine and route used by equestrians, this would be a distance of 198 m for the Proposed Development. Therefore, Table 3-1, also notes any PRoWs within 198 m of a turbine (be it footpath or bridleway, noting that footpaths are not used by equestrians). In total five PRoWs route within 198m of a turbine of which only two are bridleways (GWV/30/1 and GW/30/3), neither of these bridleways are within oversail distance of a turbine (approximately 80 m).

⁸ The British Horse Society (2025) Wind turbines and equestrian access (online). Available: <https://www.bhs.org.uk/media/lgwdbphr/wind-turbines-0525.pdf>

3.10 Permissive Paths

- 3.10.1 No permissive paths have been identified as being affected by the Proposed Development. If any permissive paths that may interact with the Proposed Development are identified through consultation, agreement would be sought with the respective landowners on their management so to accommodate Proposed Development activities.

3.11 Other Routes with Public Access

- 3.11.1 No ORPAs have been identified as being affected by the Proposed Development. If any ORPAs that may interact with the Proposed Development are identified through consultation, agreement would be sought with the respective landowners on their management so to accommodate Proposed Development activities.

3.12 Open Access Land

- 3.12.1 There is one OAL area which overlaps the Northern Array.
- 3.12.2 Additionally, an area of OAL borders a section of the access track south of the A4107 as does one border a section of the access track north of the A4107.
- 3.12.3 **Figure 12A.2** shows the Proposed Development and areas of OAL in its vicinity.

3.13 National Cycle Network Routes

- 3.13.1 NCN Route 47 routes along a section of the access track north of the A4107, within the Proposed Development, as a 'traffic-free' route.
- 3.13.2 **Figure 12A.2** shows the Proposed Development and NCN routes in its vicinity.

4. Environmental Mitigation and Management Measures

4.1 Overview

- 4.1.1 Having identified the PRowWs, OALs and a NCN route that may be affected by the Proposed Development (see **Section 3**), it is necessary to consider how impacts can be managed and mitigated, where possible and appropriate.
- 4.1.2 Based on the information presented in **Section 3**, the following may require management and mitigation measures for the temporary period of impact during the Proposed Development construction:
- PRowWs that cross the Proposed Development at an access track (either north of south of the A4107);
 - PRowWs that route along access tracks within the Proposed Development (either north of south of the A4107);
 - PRowWs that terminate at the Site Boundary;
 - PRowWs that are within the Northern or Southern Array areas some of which route through the indicative overhead line corridor or within 198 m of a turbine or route along the access track within the Southern Array;
 - An OAL area overlapping the Northern Array; and
 - An NCN route which routes along the access track within the Development Site north of the A4107.
- 4.1.3 The following section sets out potential management and mitigation measures. The final PRowWMP will be developed in consultation and agreement with the relevant local authority PRowW officers and highways teams.
- 4.1.4 Consultation with the relevant authorities and stakeholders (where required) will inform the final proposals for the management and mitigation measures to be identified within the full PRowWMP. PRowW, NCN route and OAL management, that will be identified within the full PRowWMP.
- 4.1.5 No turbines are proposed to be sited on the PRowWs and no significant permanent PRowW diversions are currently proposed as part of the Proposed Development. While it is acknowledged that two PRowW bridleways route within the 198 m of a proposed wind turbine, these are not over sailed. Therefore, it is anticipated these routes would remain open (during the operational period of the Proposed Development). Therefore, during the operation of the Proposed Development no specific management and mitigation measures are proposed, impacts would be limited to impacts relating to user amenity and the significance of effect of is not likely significant (as further detailed and set out within **Chapter 12 Traffic and Transport**).

4.2 Environmental Measures Proposals

- 4.2.1 All PRow mitigation measures will be detailed within the full PRowWMP and will be subject to agreement with the local planning authority.

4.3 Overarching Mitigation Measures

- 4.3.1 Overarching mitigation measures would be implemented for all routes and areas identified as being potentially affected by the Proposed Development within the full PRowWMP. Where required additional, route specific mitigation measures can be implemented.
- 4.3.2 Three main overarching elements would form the PRow mitigation measures as follows:
- inspection and maintenance;
 - communication on Proposed Development works – commencement and programme; and
 - signage – warning signage would be situated at appropriate locations to warn users of construction works and unexpected vehicle movements.

4.4 Inspection and Maintenance

- 4.4.1 An Inspection and Maintenance Plan, during the construction phase, for all areas which fall within the scope of the PRowWMP will be defined. Maintenance would only be focused on damage to existing PRowS (or where relevant other routes/areas) caused by the works associated with the construction phase of the Proposed Development. Maintenance may include:
- inspection, repair/re-surfacing of PRowS;
 - inspection and repair of drains associated with temporary construction access routes;
 - maintenance of temporary construction access infrastructure including signage; and
 - clearance of any litter associated with temporary construction works that may blight PRow (or where relevant other route/area).
- 4.4.2 The Main Works Contractor will organise inspections of the affected PRow routes at the following times:
- prior to commencement of the construction phase (likely undertaken in the week before works commence that would affect any specific PRow, for example);
 - once during the construction phase; and
 - following completion of the construction phase.
- 4.4.3 The survey carried out prior to commencement of the construction phase would include written descriptions and location maps noting where any existing issues

with PRowS, resulting in a recorded of the condition of the PRowS. This would enable the reinstatement of PRowS to their previous condition, once the Proposed Development construction phase has been completed. Where appropriate, this survey would be utilised to note opportunities for enhancement of PRowS, following the completion of the construction phase. For example, there may be improvements that are required to some access tracks as part of the temporary construction access works, to get vehicles to construction areas associated with the Proposed Development. Discussions with landowners would be undertaken regarding the retention of any enhancement works. It is acknowledged however, that the remit would be to return PRowS back to their pre-construction standard.

- 4.4.4 The survey would be provided to the PRow officer at the relevant local planning authority as a record of conditions prior to commencement of work in the area in question, (the pre-commencement may be phased in line with the order of construction).

4.5 Communication

- 4.5.1 As part of the Proposed Development, there would be liaison and consultation with third parties and stakeholders and communications regarding the works including residents, businesses and third parties, where relevant, within close proximity to the affected route/area.

4.6 Signage

- 4.6.1 Appropriate signage would be required for all of the PRowS (and where relevant other routes/area areas) affected by the Proposed Development. All signage relating to PRow management would be agreed with the relevant local authority for PRow as appropriate.
- 4.6.2 The nearest access points of any affected PRow would also have signs to keep people informed. These signs would be prominently displayed and would clearly indicate the relevant information. Signage would be designed to be accessible to all potential users. Signs would be regularly inspected to ensure that they remain in place, are readable and have not been tampered with or altered.
- 4.6.3 If relevant, diversion routes would be waymarked in advance of construction. Signage would also emphasise that the right to wander from any PRow within the construction area is not permitted. At any point where a PRow is blocked off temporarily for the works (in agreement with the PRow officers), there would be clear 'No Entry' signs.
- 4.6.4 All signage would contain contact details for the Main Works Contractor. Contact numbers will be provided to enable users to report any problems encountered when accessing the site, particularly with regard to the condition of PRowS.
- 4.6.5 All signage would be removed once construction is complete and all PRowS with temporary effects returned to their former use where agreed.
- 4.6.6 The Applicant is committed to enabling access to the PRow network during the construction phase, where this does not compromise the safety of the general public and construction staff. Where temporary restrictions are required, accurate

and up-to-date information relating to the construction phase activity being carried out would be provided. This would include identifying PRow routes which remain open or those which are currently diverted or scheduled for future diversion, if this was required the details of which would be agreed with the relevant local authority PRow officer(s).

- 4.6.7 Suitable location(s) in towns/settlements or local groups can be provided with information in advance of works which would affect the PRow network. This would include timings and maps detailing temporary construction activities affecting relevant PRow.

4.7 Additional Route Specific Management Measures

- 4.7.1 Management measures, in addition to the overarching management measures, that may be required for an affected route/area include:
- the use of qualified personnel (banks person) at key locations such as in the vicinity of Proposed Development access points, where construction traffic or PRow or other route users cross each other (with appropriate street works licences in place);
 - temporary PRow closures during construction activities, which may include or short periods where PRow users are halted until it is safe to continue for example as directed by a banks person;
 - information provision and training to drivers regarding the content of the PRowMP including construction routes, protocols and Code of Good Practice; and
 - timing of works to minimise impacts on the PRow (and other public access) network sections interacting with the Proposed Development and as a whole.

5. Summary and Development of the PRowMP

- 5.1.1 This Outline PRowMP has been prepared to support the assessment of transport effects provided in **Chapter 12 Traffic and Transport of the ES**, outline potential PRowWs and other key public access routes/areas that may be affected by the Proposed Development and set out anticipated management and mitigation measures relating to these interactions. The likely environmental measures have been set out which can be applied to different types of interaction.
- 5.1.2 In summary, the interactions with the Development Site include:
- 32 PRowWs, including 18 footpaths, 13 bridleways and one uncategorised PRow combined within the areas of BCBC, NPTC and RCTCBC;
 - One area of OAL overlapping the Northern Array; and
 - One NCN route (Route 47) which routes along an access track north of the A4107 within the Development Site.
- 5.1.3 All traffic and transport construction effects on the PRow network are anticipated to be temporary and those during the operation phase related to user amenity, the significance of effect of which (not likely significant) is set out within **Chapter 12 Traffic and Transport**.
- 5.1.4 A final version of the PRowMP (the full PRowMP) will be produced and submitted to the relevant local authorities prior to the commencement of the relevant works setting out agreed mitigation measures. The PRowMP is a live document that will require updating should changes to the Proposed Development be made that impact on PRowWs (or other identified key routes/areas) or the nature of effect changes for example.

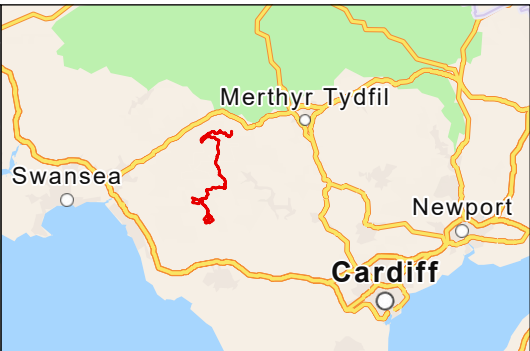
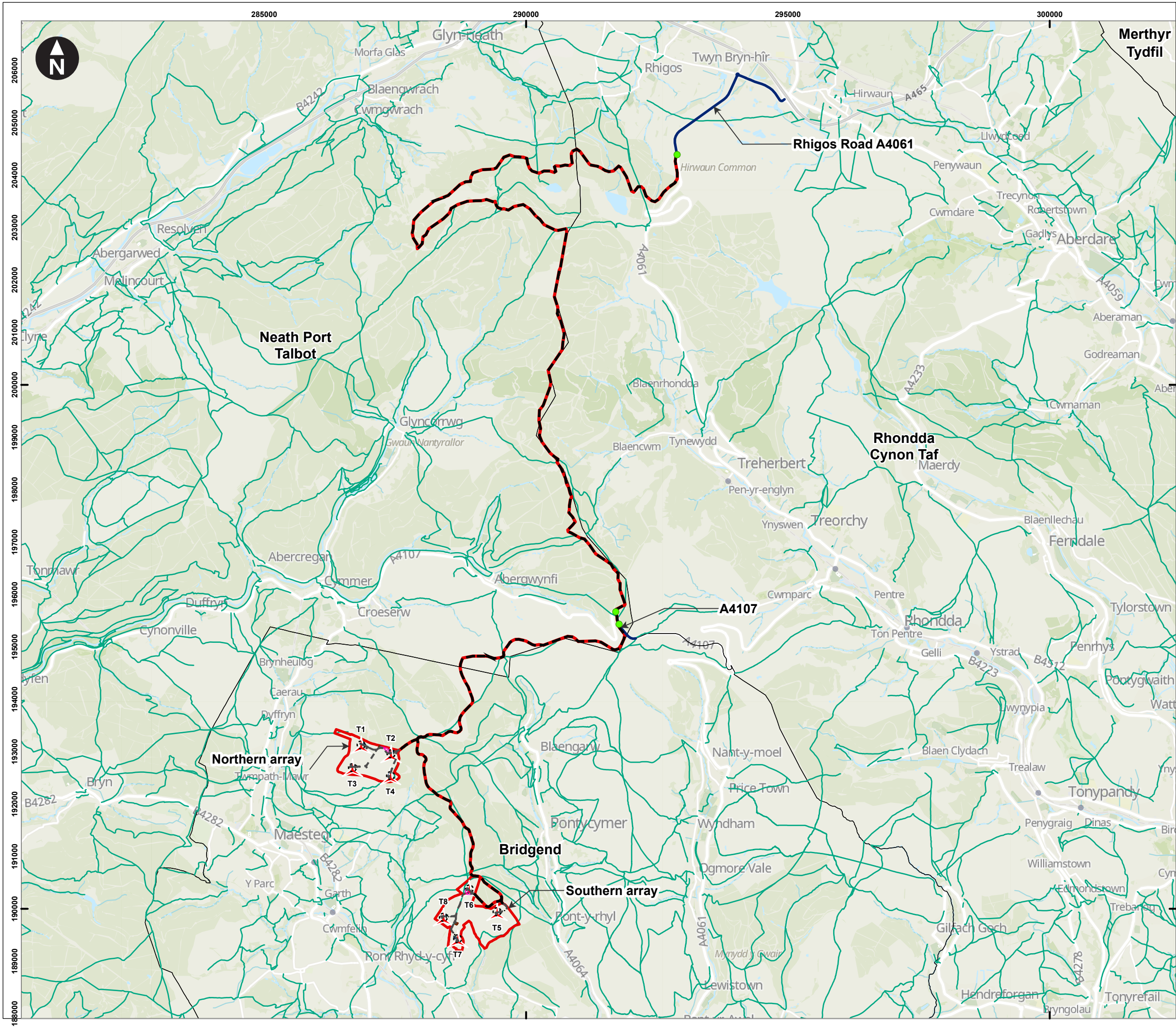
Annex 12A.A

Figures

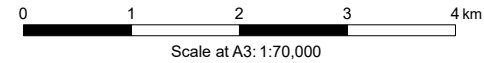
Figures List:

- Figure 12A.1 Public Rights of Way overview; and
- Figure 12A.2 Other key routes overview.

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- Key
- Glanllynfi Garth Wind Farm boundary
 - Local Authority boundary
 - Study area
 - Public Rights of Way (PRoW)
 - Wind turbines
 - 150m rotor diameter
 - Construction compound
 - Substation
 - Crane pad
 - Tower storage (WTG install)
 - Blade storage area (install only)
 - Access point to/from local road network
- Access track:
- Internal
 - Forestry



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

Client

PENNANT
WALTERS

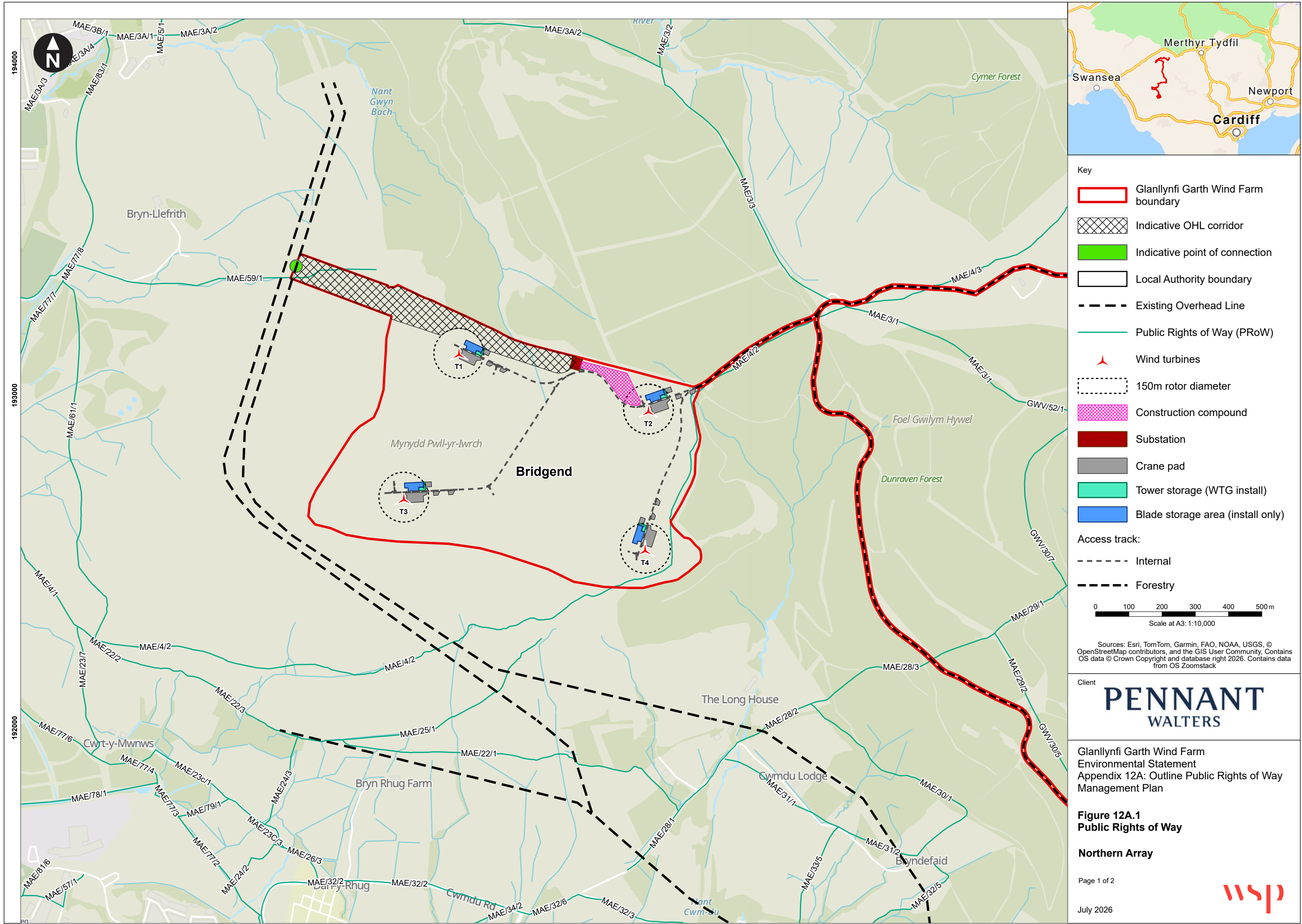
Glanllynfi Garth Wind Farm
Environmental Statement
Appendix 12A: Outline Public Rights of Way
Management Plan

Figure 12A.1
Public Rights of Way
Overview

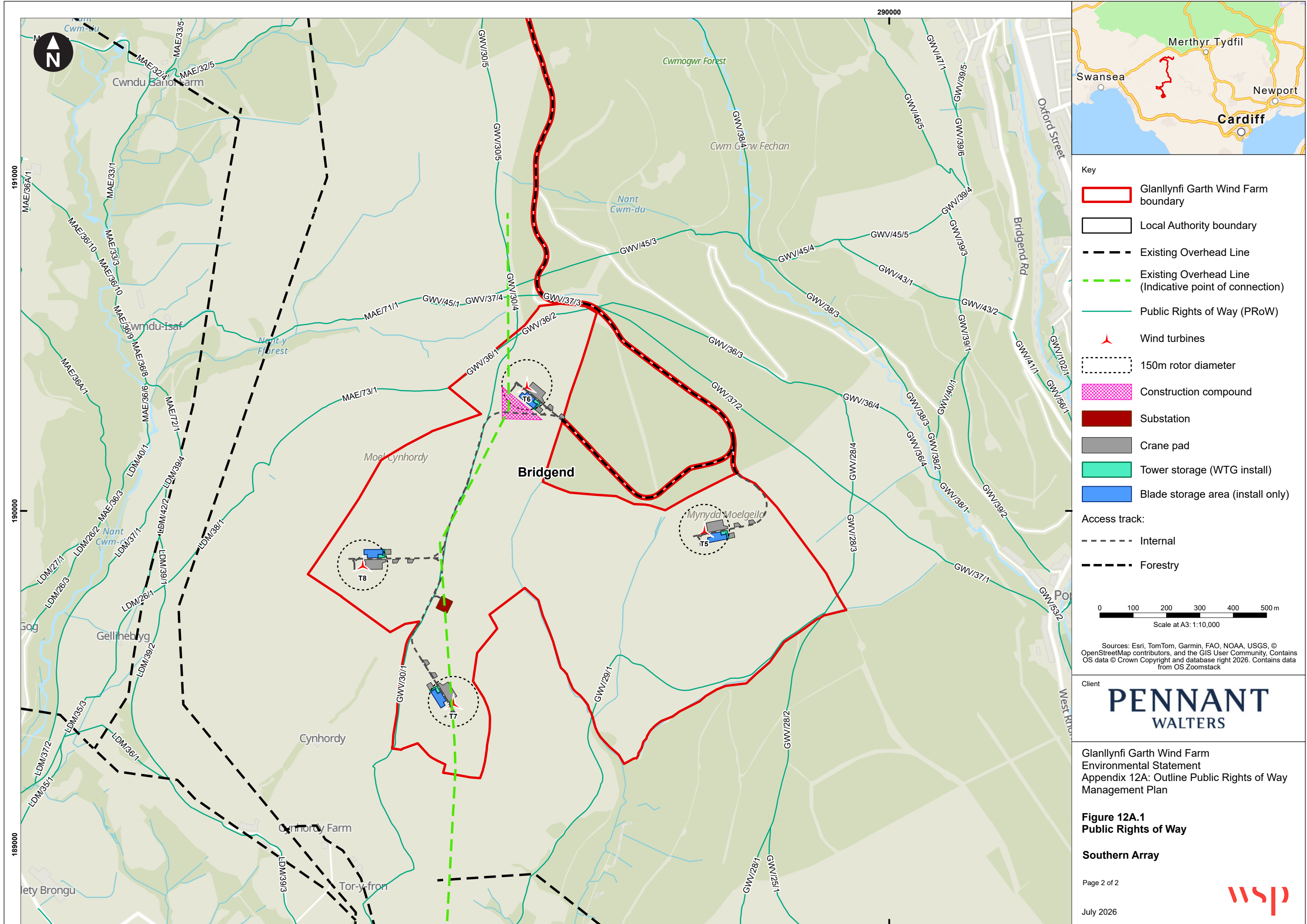
July 2026



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