

Planning Inspectorate Examination EN010137: Mona Offshore Wind

Cefn Meiriadog Community Council
MNOW-ISP002

Deadline 4, 4 November 2024

Response of the Community Council to the Applicant's *Notification of Intention to Submit a Change Request Application*

1. Cefn Meiriadog Community Council (CMCC) notes the Applicant's *Notification of Intention to Submit a Change Request Application* dated 29 October 2024 (Document Reference: S_CR_1/Document Number: MOCNS-J3303-JVW-10404). ('The Notification').

2. The Community Council expresses its serious concern over the change described in the Notification as 'Change 1a': i.e. *Order Limits change to include an existing access track to the west of the onshore substation for temporary construction access during onshore site preparation works and construction of the onshore substation and surrounding works.*

3. CMCC's concern is based on the assumption that from Glascoed Road the access track referred to will be itself be accessed via the minor road to the south of Glascoed Road and immediately to the west of the western edge of St Asaph Business Park.

4. If this assumption is correct, the Council objects strongly to this proposed change. If the assumption is incorrect, and the access track would be reached by other means, then the objection does not apply.

5. Even by the standards of Cefn Meiriadog's minor roads, beyond the property Waen Meredydd (situated on the first bend after leaving Glascoed Road), the road concerned presents particular difficulties for those using it. It is narrow with only one passing place; it has four right-angle bends between its starting point and the access track referred to; it has high hedges; and it has a significant gradient over a portion between two of the right-angle bends. In normal conditions visibility is poor due to the bends and high hedges, while in icy conditions the bends and gradient represent significant hazards. There is poor visibility at the junction with Glascoed Road, making access to Glascoed Road from the

minor road difficult and somewhat hazardous.

6. Notwithstanding the difficulties it presents, the road is used by numbers of Cefn Meiriadog residents as the shortest and quickest access to Glascoed Road and St Asaph.

7. The Notification states that “use of this existing access track and associated land is necessary to facilitate onshore site preparation works and for those works to be delivered in a timely manner, in particular time-critical surveys to inform the detailed design of key elements of the onshore substation platform, land reprofiling for landscaping, and temporary and permanent access routes to be delivered from the Glascoed Road as well as other onshore site preparation works...”.

8. From its long familiarity with the road and the residents using it, CMCC strongly believes that the use described is inappropriate, in particular the implication (e.g. “land reprofiling for landscaping”) that it will be used by large vehicles.

9. It is also noted that the Notification states that the access track will be used not just for site preparation but during construction also, implying that the minor road could if necessary be used during the construction phase, even if the principal access to the access track for the construction phase has by that time been constructed elsewhere.

10. The Council believes therefore that, if its assumption is correct and the minor road in question will be used for access, it will be a completely inappropriate use of a public road and will impact negatively on the community. It disagrees strongly with the Applicant’s assertion in the Notification that “...none of Changes 1 – 5 will result in any new or different likely significant environmental effects. Overall, therefore the Applicant does not consider that the proposed changes would result in a materially new or materially different impacts and they are capable of being accepted as an in-Examination change to the Application”.

11. It is to be regretted that the Applicant did not feel able to give a preliminary indication of the proposed changes to the Inspectors at the time of the Accompanied Site Inspections on 15 October. While CMCC is unaware which route was actually taken, the most direct route from the penultimate site inspection (NG connection point) to the final one (Mr & Ms Hussey’s residence) is along precisely this minor road, giving the Inspectors an opportunity to be actively aware of the nature of the road in relation to the proposed Change 1a in the notification. Taken as a

whole the proposed changes in the Notification seem to represent a considerable amount of preparatory work and one would assume that the proposed changes' conception and development work were already in progress by the time of the Accompanied Site Inspections.

Martin Barlow
Cefn Meiriadog Community Council

MH:

know if you have seen latest document (Attached)from Mona in that they want to use the track by the national grid pylon connection compound for access during onshore substation site prep and construction. They also want to make a few other changes to access from Glascoed road but the use of the track by connection compound concerns me

In order to get to this track then they will (presumably) use the existing road from Glascoed road up past Waen Meredydd and along which whilst this has been used for survey people/vehicles etc it is not suitable for daily use and heavy equipment which they will undoubtedly need since they are talking of activities like land reprofiling, they say that they will also use the access track during construction and not just site prep.

Whilst full detail is not included it is unacceptable in my view so welcome any thoughts on suitability from Council view point, also if they get this then its also likely in my view that NG amongst others would also start to look at this access route

MH: Think more info will be out tomorrow but my initial comment is disappointment that no mention when we visited the site the other week, cant believe they werent aware then which would have given opportunity for examiners to see full picture- it feels like some wool has been pulled

over everyone eyes.

Notification of Intention to Submit a Change Request
Application of 29/10/2024

and none of Changes 1 – 5 will result in any new or different likely significant environmental effects. Overall, therefore the Applicant does not consider that the proposed changes would result in a

materially new or materially different impacts and they are capable of being accepted as an in-Examination change to the Application.

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**Issue Specific Hearing 3 (ISH3): Environmental Matters
Hearing Action Points**

- . With reference to NPS EN-1 para 4.3.19, is it possible that even if considered acceptable in their own right with mitigation measures in place, the various effects arising as a result of the onshore substation could add up to have a significant effect on the community or the environment either as a result of the project alone or cumulatively with other proposed developments?
- . 4.3.19 The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.