



Parc Ynni Calon y Gwynt

# ENVIRONMENTAL STATEMENT

## Appendix 12A: Outline Public Rights of Way Management Plan





Parc Ynni Calon y Gwynt

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## ENVIRONMENTAL STATEMENT

### Appendix 12A: Outline Public Rights of Way Management Plan

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# 1 INTRODUCTION

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## 1.1 OVERVIEW

- 1.1.1. This Outline Public Rights of Way Management Plan (PRoWMP) has been produced by WSP on behalf of Parc Ynni Calon y Gwynt Cyf (the Applicant) as part of the Environmental Statement (ES) for the construction and operation of Parc Ynni Calon y Gwynt Proposed Development (herein after referred to as ‘the Proposed Development’ or ‘Site’). The Proposed Development would comprise up to 11 wind turbines each with an anticipated capacity of up to 7.2 megawatts (MW), battery energy storage system (BESS) and associated infrastructure. The Proposed Development is within Powys County Council (PCC) area.
- 1.1.2. The Outline PRoWMP is a live document and will be updated as the elements of the Proposed Development are finalised. A final version of the PRoWMP (referred to herein as the ‘final PRoWMP’) will be produced and submitted to the relevant local authority prior to the commencement of the relevant works.
- 1.1.3. 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 phase of the Proposed Development.
- 1.1.4. The operational life of the Proposed Development is anticipated to be 40 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.
- 1.1.5. An Outline Construction Traffic Management Plan (CTMP) is provided as **Appendix 12B** of the ES which identifies the likely mitigation measures to minimise the impact of the construction traffic on the road network.

## 1.2 PUBLIC ACCESS ROUTES AND AREAS

- 1.2.1. 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.

### PUBLIC RIGHTS OF WAY

- 1.2.2. There are four distinct types of PRoW:
- 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).
- 1.2.3. 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.

- 1.2.4. 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 1981<sup>1</sup> 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.
- 1.2.5. 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.
- 1.2.6. PRow are also detailed on Ordnance Survey (OS) mapping, however this mapping may not correspond to information contained within the Definitive Map and Statement. Hence, this should always be referred to confirm whether a PRow exists and its classification.
- 1.2.7. A review of the local area has indicated that there are 19 PRowS which are affected by the Proposed Development as they are within the Site, as further described within **Section 2.1**.

### **PERMISSIVE PATHS**

- 1.2.8. 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.
- 1.2.9. 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.

### **OTHER ROUTES WITH PUBLIC ACCESS**

- 1.2.10. 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.
- 1.2.11. A review of the local area has indicated there are no ORPAs which are affected by the Proposed Development.

### **OPEN ACCESS LAND**

- 1.2.12. The Countryside and Rights of Way Act 2000 (CROW Act)<sup>2</sup> 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.
- 1.2.13. OAL may be publicly or privately owned. A review of the local area indicates that there are two OAL within the Proposed Development Site, with an additional two bordering the Site.

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

<sup>2</sup> UK Government (2000). The Countryside and Rights of Way Act 2000. (online) Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents> (Accessed April 2026)

## **1.3 STRUCTURE OF THE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN**

1.3.1. The remainder of this Outline PRowMP is set out as follows:

- Section 2: Potential effects of the Proposed Development – identifies PRowWs and OPA that are affected by the Proposed Development and sets out the nature of the interaction;
- Section 3: Environmental measures – details the likely overarching environmental measures and proposals for affected PRowWs; and
- Section 4: Summary and conclusions – summarises the environmental measures and provides a narrative for the next steps.

## 2 POTENTIAL EFFECTS OF THE PROPOSED DEVELOPMENT

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### 2.1 INTRODUCTION

- 2.1.1. 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:
- PCC – online mapping<sup>3</sup>; and
  - Welsh Government – online mapping<sup>4</sup>.
- 2.1.2. In terms of potential effects, this Outline PRowMP summarises effects anticipated as a result of the Proposed Development, be that during construction or including routes/areas which are:
- affected by any temporary elements of the Proposed Development;
  - affected by any permanent elements of the Proposed Development;
  - affected by the routing of construction traffic along the proposed new access road or the unnamed road within the Proposed Development on or across a route of area.
- 2.1.3. 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.

### 2.2 SITE OVERVIEW

- 2.2.1. The Site encompasses an area of approximately 381 hectares (ha). The existing land use of the Site and surrounding area is largely comprised of agricultural pasture used for livestock grazing, and is interspersed by hedgerows, existing access roads and pockets of woodland throughout. Current access to the Site is via unnamed roads from the A470. There are a small number of isolated residential dwellings and holiday lets in proximity to the Site, the closest is located immediately south of the Site, approximately 200 m north of Llyn Mawr Nature Reserve.

### 2.3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

- 2.3.1. **Figure 12A.1** provides an overview of the Proposed Development Site. The main components of the Proposed Development are described below:
- up to 11 three bladed horizontal axis wind turbines, with an anticipated rotor diameter of 163 m and height to blade tip of 180 – 200 m;
  - BESS infrastructure and compound;
  - crane pads and laydown areas adjacent to each wind turbine;
  - cables linking the wind turbines laid in trenches underground;
  - new and upgrading of existing access tracks, passing places and turning heads;

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<sup>3</sup> Powys County Council (2026) Public Rights of Way Map. (online) Available at: <https://en.powys.gov.uk/article/13184/Public-Rights-of-Way-Map> (Accessed April 2026)

<sup>4</sup> Welsh Government (2016 and 2017) DataMapWales. (online) Available at: [https://datamap.gov.wales/search/?title\\_\\_icontains=open%20access&abstract\\_\\_icontains=open%20access&keywords\\_\\_name\\_\\_icontains=open%20access&purpose\\_\\_icontains=open%20access&f\\_method=or&limit=20&offset=0](https://datamap.gov.wales/search/?title__icontains=open%20access&abstract__icontains=open%20access&keywords__name__icontains=open%20access&purpose__icontains=open%20access&f_method=or&limit=20&offset=0) (Accessed April 2026)

- construction of a new access road from an existing junction with the B4568 to facilitate access onto the Site;
- the creation of temporary borrow pits for the extraction of stone (the potential locations within the Site are currently being reviewed); and
- temporary construction compound(s).

2.3.2. The Proposed Development would be designed with an operational life of 40 years.

## 2.4 PROPOSED DEVELOPMENT TIMELINE

- 2.4.1. The anticipated construction period for the construction of the Proposed Development would be 24 months in duration. It is currently assumed that construction activities would occur between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays, though there may be a requirement for certain activities to take place outside of these hours such as emergency works or turbine deliveries.
- 2.4.2. The timing of the programme and activities forming the programme are to be confirmed, where relevant the final PRowMP will update assumptions regarding the programme and working hours.

## 2.5 PROPOSED DEVELOPMENT TRAFFIC

### CONSTRUCTION PHASE

- 2.5.1. **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 4 of the construction traffic programme with up to 99 heavy goods vehicle (HGV) movements per day (a vehicle going to the Site and then from the Site would equal two movements). This excludes abnormal load deliveries, also referred to as abnormal indivisible loads (AIL). It has been assumed that for each of the eleven turbines there would be 10 AIL deliveries, which equates to 220 movements, approximately 20 across each of months 13 to 23.
- 2.5.2. The construction traffic would use the new proposed access from the B4568, which forms part of the Proposed Development, to the unnamed road to the north which would be routed along to the existing and proposed access tracks that are within the Proposed Development.

### OPERATIONAL PHASE

- 2.5.3. Operational traffic would be a limited number of traffic movements associated with servicing and repairs, likely attending Site once per month via transit vans or 4x4 vehicles.

## 2.6 ROUTES AND AREAS AFFECTED BY THE PROPOSED DEVELOPMENT

- 2.6.1. This section sets out the PRowS and OAL which have interactions with the Proposed Development. No ORPAs or permissive paths have been identified that interact with the Proposed Development.

### PUBLIC RIGHTS OF WAY

- 2.6.2. The PRow network can be impacted by various elements of the Proposed Development, listed in **Section 2.1. Table 12A-1** summarises the interactions between the Proposed Development and the PRow network, **Figure 12A.1** shows the Proposed Development and the PRow network in its vicinity, all 19 PRowS that interact with the Proposed Development are within the PCC area.

**Table 12A-1 - PRow Interactions with the Proposed Development Summary**

| PRow Reference/ID | PRow Type        | Interaction with the Proposed Development                                                                                                                                 |
|-------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 244/10/01         | Footpath         | Routes within the Site with the proposed access route (new access track) crossing the PRow.                                                                               |
| 244/57/4          | Footpath         | Routes within the Site with the proposed access route (new access track) crossing the PRow.                                                                               |
| 244/67/2          | Restricted Byway | PRow routes within the Site and has a terminus at the unnamed road within the Proposed Development.                                                                       |
| 244/68/1          | Footpath         | PRow routes within the Site and has a terminus at the unnamed road within the Site.                                                                                       |
| 244/71/1          | Bridleway        | PRow routes within the Site and has a terminus at the unnamed road within the Site.                                                                                       |
| 244/70/1          | Bridleway        | PRow routes within the Site and has a terminus at the unnamed road within the Site.                                                                                       |
| 246/28/1          | Footpath         | Routes within the Site including within proximity of a turbine (T1).                                                                                                      |
| 246/27/2          | Footpath         | Routes within the Site including within proximity of a turbine (T1).                                                                                                      |
| 246/26/4          | Bridleway        | Routes within the Site including within proximity of a turbine (T1).                                                                                                      |
| 244/72/1          | Bridleway        | Routes within the Site including within proximity of a turbine (T1), proposed new access track routes along it, and being crossed and routed along existing access track. |
| 244/78/2          | Bridleway        | Routes within the Site including that the proposed new access track routes along it.                                                                                      |
| 244/74/2          | Bridleway        | Routes within the Site including interaction with access routes (both new and existing access track).                                                                     |
| 244/74/1          | Bridleway        | Routes within the Site including within proximity of a turbine (T2), proposed new access track routes along it, and being crossed and routed along existing access track. |
| 244/73/2          | Footpath         | Routes within Site including within proximity of a turbine (T3 and T4 (which is also oversailed)) and being crossed by existing access track.                             |
| 244/70/2          | Bridleway        | Routes within the Site including within proximity of a turbine (T3) and being crossed by existing access track.                                                           |
| 244/73/1          | Footpath         | Routes within the Site including being crossed existing access track.                                                                                                     |
| 244/70/3          | Bridleway        | Routes within the Site including within proximity of a turbine (T8) and being crossed by new access track.                                                                |
| 236/57/1          | Bridleway        | Routes within the Site including within proximity of a turbine (T10)                                                                                                      |

Source: Powys County Council (2026) Public Rights of Way Map (<https://en.powys.gov.uk/article/13184/Public-Rights-of-Way-Map>) (Accessed April 2026)

## OPEN ACCESS LAND

- 2.6.3. Two areas of OAL have been identified as being impacted by the Proposed Development, as shown in **Figure 12A.1** as follows, both of which would have Proposed Development infrastructure constructed within their areas:
- an area of Open Country OAL to the north-east of the Proposed Development; and
  - an area of Open Country OAL in the centre of the Proposed Development.
- 2.6.4. Additionally, two areas of Common Land OAL border the eastern boundary of the Proposed Development.

## 3 ENVIRONMENTAL MITIGATION AND MANAGEMENT MEASURES

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### 3.1 INTRODUCTION

- 3.1.1. Having identified the PRoWs and OAL areas that may be affected by the Proposed Development (see **Section 2.6**), it is necessary to consider how impacts can be managed and mitigated, where possible and appropriate.
- 3.1.2. Based on the information presented in **Section 2.6**, the following may require management and mitigation measures for the temporary period of impact during the Proposed Development construction:
- PRoWs that are within the Site crossed by the proposed access route between the B4568 and the northern unnamed road, or those with a terminus at this route;
  - PRoWs (within or outside of the Site) that route within 220m of a Proposed Development turbine
  - PRoWs that are crossed or routed along by Proposed Development access tracks or cut and fill extents; and
  - OAL within the Site.
- 3.1.3. The following section sets out potential management and mitigation measures. The final PRoWMP will be developed in consultation and agreement with the relevant local authority PRoW officers and highways teams.
- 3.1.4. It should be noted that post Scoping Direction consultation has not yet occurred with the Countryside Access and Recreation team in relation to proposed mitigation and management of PRoWs. This consultation is being sought (however a response to a request for discussion has not yet been received) and will inform the final proposals for PRoW and OAL management, that will be identified within the final PRoWMP.

### 3.2 ENVIRONMENTAL MEASURES PROPOSALS

- 3.2.1. Overarching mitigation measures would be implemented for all PRoWs affected by the Proposed Development construction phase (and where relevant for OALs). Additionally, PRoW specific mitigation measures can be implemented. All PRoW mitigation measures will be detailed within the final PRoWMP and will be subject to agreement with the local planning authority.

#### OVERARCHING MITIGATION

- 3.2.2. 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 PRoW junctions to warn users of construction works and unexpected vehicle movements.

## **INSPECTION AND MAINTENANCE**

- 3.2.3. An Inspection and Maintenance Plan for all areas which fall within the scope of the PRowMWP will be defined. Maintenance would only be focused on damage to existing PRowWs caused by the works associated with the construction phase of the Proposed Development. Maintenance may include:
- Inspection, repair/re-surfacing of PRow;
  - 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.
- 3.2.4. 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);
  - once during the construction phase; and
  - following completion of the construction phase.
- 3.2.5. The survey carried out prior to commencement of the construction phase would include written descriptions and location maps noting where any existing issues with PRowWs, resulting in a recorded of the condition of the PRowWs. This would enable the reinstatement of PRowWs to their previous condition, once the Proposed Development construction phase has been completed. Discussions with landowners would be undertaken regarding the retention of any enhancement works. It is acknowledged however, that the remit would be to return PRowWs back to the original standard they were in before commencement of the construction phase.
- 3.2.6. 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).

## **COMMUNICATION**

- 3.2.7. As part of the overall Proposed Development, there would be liaison and consultation with third parties and stakeholders and communications regarding the works to residents, businesses and third parties within close proximity to the affected PRow.

## **SIGNAGE**

- 3.2.8. Appropriate signage would be required for all of the PRoWs (and where relevant OAL areas) affected by the Proposed Development. All signage relating to PRoW management would be agreed with the relevant local authority for PRoW as appropriate.
- 3.2.9. 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.
- 3.2.10. 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.
- 3.2.11. 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.
- 3.2.12. All signage would be removed once construction is complete and all PRoWs with temporary effects returned to their former use where agreed.
- 3.2.13. 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.
- 3.2.14. 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 PRoWs.

## **3.3 ADDITIONAL MANAGEMENT MEASURES**

- 3.3.1. Additional management measures that may be required for an affected route include:
- the use of qualified personnel (banksperson) at key locations such as in the vicinity of Proposed Development access points, where construction traffic or PRoW 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 banksperson;
  - 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 network sections interacting with the Proposed Development and as a whole.

- 3.3.2. No turbines are proposed to be sited on the PRowS, and no significant permanent PRow diversions are currently proposed as part of the Proposed Development. The British Horse Society recommend a separation distance between turbines and equestrian routes of blade tip height plus 10%<sup>5</sup>, listing potential sources of effects as turbine noise, movement and shadows. This which for the Proposed Development would be 220m (aside for one smaller turbine where it would be a smaller distance (198m separation would be required) would be acceptable due to the smaller blade tip height. While it is acknowledged that some PRowS routes that allow use by equestrians are within the vicinity of built infrastructure of the Proposed Development including turbines, within 220m and in one instance is a PRow is oversailed, these routes would remain open, and it is not considered appropriate to permanently divert these routes due to the presence of other environmental constraints on alternative routes. Furthermore, The British Horse Society advice note does indicate that not all equestrians would be equally impacted by turbines, with evidence of some horses being undisturbed and some able to be familiarised with the turbines<sup>5</sup>. PRow 244/73/2 which may be over sailed by Turbine 4, dependent on detailed design and micro siting, may be subject to a minor diversion if over sailed, this will be detailed within the final PRowMP and agreed with the PRow Officer post-consent.

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<sup>5</sup> British Horse Society (2025) Advice on Wind turbines and equestrian access. (online) Available at: <https://www.bhs.org.uk/media/lgwdbphr/wind-turbines-0525.pdf> (Accessed April 2026)

## 4 SUMMARY AND CONCLUSIONS

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- 4.1.1. This Outline PRowMP has been prepared to support the assessment of transport effects provided in **Chapter 12 Traffic and Transport** of the ES.
- 4.1.2. The Outline PRowMP has set out an overview of the PRowWs and OAL that are currently anticipated to be impacted by the Proposed Development and the nature of their interaction. 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 is set out within **Chapter 12 Traffic and Transport**. Two areas of OAL would have built elements of the Proposed Development within them.
- 4.1.3. It is proposed to manage and provide environmental measures for the affected PRowWs and a series of likely environmental measures have been set out which can be applied to different types of interaction between the Proposed Development and the PRow network during the construction phase of the Proposed Development.
- 4.1.4. A final version of the PRowWMP will be produced and submitted to the relevant local planning authorities prior to the commencement of the relevant works setting out agreed mitigation measures. The PRowWMP is a live document that will require updating should changes to the Proposed Development be made that impact on PRowWs or OAL affected or nature of effect on a PRow or OAL for example.

# Annex 12A.1

## FIGURES LIST

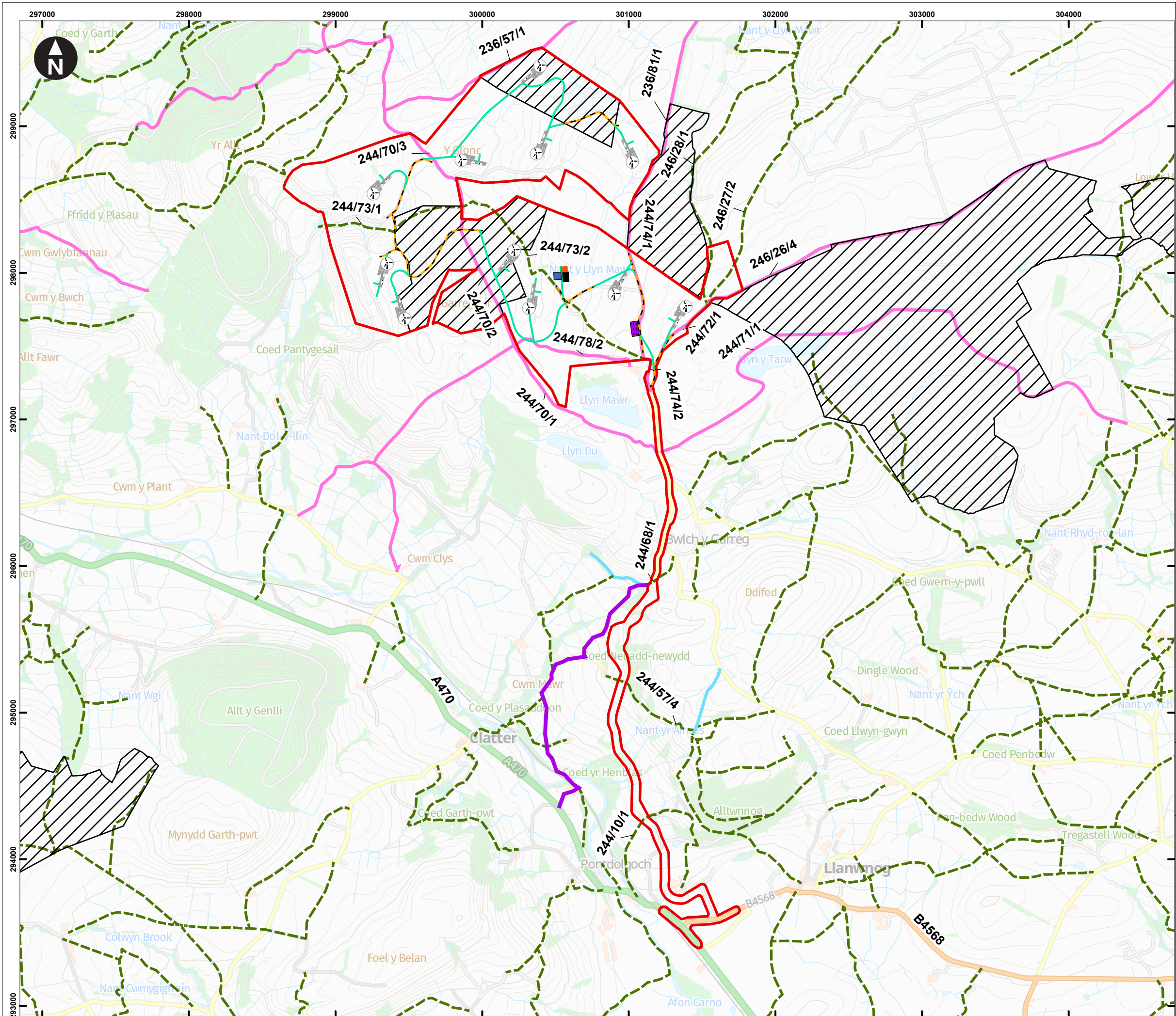




## FIGURES LIST

- Appendix 12A.1 Public Rights of Way and Open Access Land Summary

\\uk.wspgroup.com\central\_data\Discipline Management\Environmental\1. Service Lines\GIS\1. Office specific\NoIda\Aseem\Calon y Gwynn\ArcPro\62282440-WSP-XX-XX-DG-El-0027.aprx Originator: INAS06227



Key

- Site boundary
- Open Access Land
- Wind turbine
- Unnamed road - Existing site access
- Temporary construction compound
- Substation compound
- BESS Compound
- Existing upgraded access track
- New access track
- Clear working area
- Crane pads
- Control building compound

**Public Rights of Way (PRoW)**

- Bridleway
- Footpath
- Restricted Byway

0 250 500 750 1,000 1,250 1,500 m

Scale at A3:1:25,000

Contains OS data © Crown Copyright and database right 2023  
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Zoomstack

Client

**wind2**

Calon Y Gwynn Energy Park

Traffic and Transport Chapter Environmental  
Statement

**Figure 12A.1**  
**Public Rights of Way and Open Access  
Land Summary**

June 2026

**wsp**



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Tyndall Street  
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