



Galileo 03 Ltd.

Mynydd Ty-talwyn Energy Park - Environmental Statement Volume III

Appendix 13.1: Outline Access Management Plan

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RSK

RSK GENERAL NOTES

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Title: Mynydd Ty-talwyn Energy Park Outline Access Management Plan

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1 INTRODUCTION

- 1.1.1 This Outline Access Management Plan (OAMP) has been prepared by RSK Environment on behalf of Galileo 03 Ltd (part of Galileo Empower UK Ltd) (hereinafter referred to as 'Galileo' or the 'Applicant'). It is expected that final details of a detailed Access Management Plan (AMP) would be agreed via planning condition associated with a relevant consent.
- 1.1.2 This document provides information on how public access rights would be managed for the construction, operational and decommissioning phases of the of the Mynydd Ty-talwyn Energy Park (hereafter referred to as the 'Proposed Development'), located north of Bridgend, south Wales.
- 1.1.3 The Proposed Development comprises the construction, operation and subsequent decommissioning of up to six wind turbines, ground mounted solar photovoltaic (PV) modules, one project substation and ancillary infrastructure works. The Proposed Development is predominantly situated within the administrative boundary of Bridgend County Borough Council (BCBC), with the exception of the northwestern portion (approximately 25 hectares (ha)) which falls within the boundary of Neath Port Talbot Council (NPTC) ('the Site').

1.2 Objectives

- 1.2.1 The objectives of this OAMP are to provide an overview of the arrangements that will be put into place during construction, operation and decommissioning of the Proposed Development to manage access by members of the public on the Public Rights of Way (PRoW) within the application Site. This OAMP has been produced to achieve the following aims:
- To protect the health and safety of all parties who may be undertaking activities within the application Site boundary;
 - To endeavour to retain access to as many PRoWs as possible; and
 - To identify areas for improvement and enhancements.
- 1.2.2 This OAMP has considered all PRoW across the Site and presents proposed mitigation measures and provides detail on how they will be implemented for the benefit of the users during the construction of the Proposed Development. Additional mitigation and opportunities for enhancements are also considered for the operational phase.

1.3 Consultation

- 1.3.1 Consultation in relation to PRoWs has been undertaken throughout the iterative design process, as listed in **Table 1.1** below.

Table 1.1 Consultation Responses

Consultee	Consultation Phase	Issue raised	Response/Action taken
PEDW	Scoping	NPTC state that potential impacts upon public access should be scoped in to the Environmental Statement. The Scoping Request refers to the temporary or permanent diversion of PRow that will occur as a result of the development. These impacts need to be considered in the ES. The applicant's attention is drawn to comments from BCBC's PRow Officer which highlight footpaths that may be affected. The officer recommends that the applicant liaises directly with them and the Bridgend Local Access Forum on the approach to the Outline Access Management Plan. Given the number of footpaths in and around the Site, further information is required on land use and public access to inform the assessment in the ES. PEDW therefore directs that this matter is scoped in to the Environmental Statement (ES).	Engagement with the BCBC PRow department was undertaken and a Bridgend Local Access Forum meeting attended throughout the pre-application period. Engagement with NPTC PRow department has not been possible due to terms of a Planning Performance Agreement not having been finalised. However, there is only one small section of PRow within NPTC that passes through the Site. Impacts to PRow are considered in ES Volume II, Chapter 13: Population.
BCBC (PRow Officer)	Scoping	There is also mention that an Outline Access Management Plan (OAMP) will be prepared outside of the EIA process and submitted in support of the DNS Application. The Rights of Way Section would advise, however, that it was not previously aware of this as it has received no correspondence from the applicant in relation to this proposal. Until such time as further correspondence/information is received in relation to the OAMP outlining how the applicant would wish to deal with the number of PRow affecting the Site, the Rights of Way Section are unable to make further comment.	Meetings have been held with BCBC PRow department on 20 May 2024 and 29 January 2025. Discussion points included the locations of the turbines relevant to the PRow, micro-siting allowances to avoid PRow routes, preference for temporary diversions rather than closures, PRow mitigation/enhancements and the use of a S106 agreement to secure this.
BCBC (PRow Officer)	Scoping	The PRow department also provide the Secretariat for the Bridgend Local Access Forum and we would advise that the Forum has not been contacted in relation to the OAMP. It is especially important that they are part of the consultation	A meeting was held with Bridgend Local Access Forum on 13 March 2025.

Consultee	Consultation Phase	Issue raised	Response/Action taken
		process not only in relation to the application but particularly the development of OAMP.	Feedback from the Forum referred to: potential for enhancements for equestrian use across the Site; seeking to reopen any temporary closures during non-construction times; and health and safety implications during the operational phase.
Neath Port Talbot Council	Statutory Pre-Application Consultation	It would appear from Figure 2.1D – Proposed Development Layout Inset D – that the proposed development of the solar panels A-C and turbine 6 would be accessed from Heol Y Glo a number of new or improved vehicle access points. It is noted that the proposed engineering work to improve the 90 degree turn in the road to the north of the Inset D development is located within BCBC jurisdiction. The Council's Public Rights of Way Officer has stated that the Public Rights of Way should be protected at all times and any damage to should be rectified by the applicant.	All PRoW would be kept open during this period as far as is practicable and safe. Where it would not be practicable and safe, there may be a requirement for some PRoW to be temporarily diverted or temporarily closed for short periods of time, however, this will be kept to a minimum, and routes will be diverted where possible. Any temporary diversions would aim to be dealt with on a rolling/phased basis for periods of less than 6 months, depending on the part of the Site that was undergoing construction. The applicant will ensure that the impacts to PRoW surfaces due to construction will be remediated post construction.
Bridgend County Borough Council	Statutory Pre-Application Consultation	The Rights of Way team have now had an opportunity to consider the documents associated with planning application and would advise that the public rights of way across the development site have clearly been considered throughout the development process. In fact, as is noted in the documents, there have been a number of meetings between the developer and the Rights of Way team.	These comments are noted.

Consultee	Consultation Phase	Issue raised	Response/Action taken
		In addition the developers representatives also attended a recent meeting of the Bridgend Local Access Forum. As a result of those meetings the proposed development will not impact on any of the public rights of way crossing the site meaning there will be no requirement for any paths to be permanently diverted. It has also been agreed that the developer will provide a financial contribution via a s.106 Agreement for enhancements to the rights of way network across the site. The amount of funding still has to be determined. In addition the developer has agreed to provide an Access Management Plan which will need to be agreed by the County Borough Council and Neath Port Talbot CBC prior to construction and operation. In light of the above I can confirm that the Rights of Way team would have no objection to the proposed development subject to the proposed financial contribution for improvements to the rights of way network and the Access Management Plan being covered by relevant conditions.	

2 ACCESS AND USE

2.1 Access Baseline

- 2.1.1 A Site walkover of all PRow that were accessible within the Site Boundary was undertaken on 11 March 2025.
- 2.1.2 There are 22 PRow within the Site:
- Public Footpaths (FP):
 - Llangynwyd Lower (LDL) – FP 3, 4, 5, 8, 9, 10, 11, 12, 13 and 14;
 - Llangynwyd Middle (LDM) – FP 4, 5, 6, 7, 21, 22, 23, 24, 25 and 41; and
 - Neath Port Talbot – 9/64.PT/3.
 - Bridleway (5 Llangynwyd Middle (BW 5 LDM)).
- 2.1.3 There are also four Definitive Map Modification Orders (DMMO's) within the Site Boundary, as detailed by BCBC:
- A763/1/217 – Upgrade FP 5 LDL to a Restricted Byway and modify the Definitive Statement;
 - A763/1/218 – Upgrade FP 12 LDL to a Restricted Byway and add a Byway Open to All Traffic (BOAT) from Cwmrisca Cross;
 - A763/1/219 – Upgrade FP 4 LDL to a Restricted Byway and modify the Definitive Statement; and
 - A763/1/272 - add a Bridleway Leading from the Junction of Heol Moch and County Road to Bridleway 17, Llangynwyd Middle, at the County Boundary, and from Bridleway 17 to Junction of Footpaths 2 and 55, Maesteg.
- 2.1.4 The National Cycle Network (NCN) Route 4 (Cefn Cribwr to Bridgend) runs east to west within 210 m of the southern boundary at its closest point.
- 2.1.5 It is anticipated these routes are used recreationally by walkers, cyclists, or horse-riders by local residents or tourists. Some of these paths are routes that are actively promoted to encourage use of these paths for leisure opportunities, including the Ogwr Ridgeway Walk (LDL/5/1, LDL/5/2 and LDL/5/3), which runs in an east to west direction across the Site.
- 2.1.6 A map showing the PRow and bridleway can be seen in **Annex A**.

2.1.7 **Table 2.1** below details the condition of the PRowWs as found during a visit to the Site in March 2025.

Table 2.1 PRow Walkover Survey

PRow No.	Description	Photograph
LDL/11/2	Footpath is accessed via walking through a farm. No sign posts to indicate a PRow is present.	
LDL/12/1	Footpath contained a sign that suggested it was private property.	No photograph taken.
LDL/13/2	Footpath follows along a steep descent into a field.	

PRoW No.	Description	Photograph
LDL/3/1	Follows along a steep descent into a field. No signage to indicate where this footpath begins/ends.	
LDL/4/1	Footpath is accessible and the gates present are in working condition.	
LDL/4/2	Follows along a steep descent into a field occupied by sheep. No signage to indicate where this footpath begins/ends. Both metal gates at either end are worn.	

PRoW No.	Description	Photograph
LDL/5/1 (Ogwr Ridgeway Walk)	Accessible footpath via a wooden pedestrian post. Signage is worn and not legible. Footpath leads to field.	
LDL/5/2 (Ogwr Ridgeway Walk)	Accessible footpath via a metal pedestrian post. Very damaged gates, no signage present.	

PRoW No.	Description	Photograph
LDL/5/3 (Ogwr Ridgeway Walk)	This footpath is not accessible. Fences are damaged and gates have been closed off.	
LDM/22/1	No distinct path to follow other than the signage at the start of the path. Easy to walk with no obstacles. PRoW doesn't align with the route on the map.	
LDM/23/1	No signage present to indicate that there is a PRoW. The access gate is slightly worn and padlocked shut. The tree line and hedge line is very overgrown preventing access.	

PRoW No.	Description	Photograph
LDM/24/1	Pathway unable to be located, no clear path marked in this direction while looking from the ground or mapping.	
LDM/24/2	No access to pathway. No marked signage, river and fence line would prevent access.	
LDM/4/1	Not marked out by signage. Clear route to walk and used as the road that leads to residential properties.	

PRoW No.	Description	Photograph
LDM/4/2	Pathway not marked out by signage and PRoW doesn't align with the route on the map. Inaccessible.	
LDM/5/1 (Bridleway) (Figure 1: Public Rights of Way and Proposed Permissive Route)	Bridleway path is partially within the redline boundary. Signs to indicate the location of the bridleway needs to be updated as the writing is no longer legible. The pathway is overgrown and unmaintained. A tree has fallen down preventing access to the rest of the pathway. Gates are in need of an update.	

PRoW No.	Description	Photograph
LDM/5/2	Bridleway path that is accessed via a gate that is in need of updating as it is broken. Pathway is easily accessed, however there is no signage to indicate that it is the bridleway.	
LDM/6/1	PRoW is via existing farm track for much of the route. Access gates in poor condition. No clear direction across part of the route and signage dated.	No photograph taken.
LDM/6/2	Footpath is in a field used for livestock. Access through gate, no sign to indicate that it is a PRoW. Both access gates are in good condition.	
9/64.PT/3	Access is through a gate which is kept locked, no sign to indicated that it is a PRoW.	No photograph taken

3 POTENTIAL IMPACTS

3.1 Summary of Construction Phase Impacts

- 3.1.1 The primary impact on recreational access through the Proposed Development will be during the construction phase; it is not proposed to permanently divert or stop up any existing PRow within the Site.
- 3.1.2 It is anticipated that construction would take approximately 24 months. All PRow would be kept open during this period as far as is practicable and safe. Where it would not be practicable and safe, there may be a requirement for some PRow to be temporarily diverted or temporarily closed for short periods of time, however, this will be kept to a minimum, and routes will be diverted where possible. Any temporary diversions would aim to be dealt with on a rolling/phased basis for periods of less than 6 months, depending on the part of the Site that was undergoing construction.
- 3.1.3 It is anticipated that a detailed OAMP would be conditioned as part of any forthcoming planning permission. Further detail as to the PRows that require temporary diversion and/or closure would be available once the Principal Contractor has been appointed and detailed consideration can be given to construction health and safety implications.
- 3.1.4 Further detail in relation to the mitigation measures during the construction phase are detailed within **Section 4** below.

3.2 Summary of Operational Phase Impacts

- 3.2.1 During the operational phase of the Proposed Development, there will be no access restrictions on any of the PRow routes, so the existing routes through the Site would continue to be accessible for recreational users.
- 3.2.2 The PRow passes adjacent to some proposed solar land parcels. The solar parcels will be fenced with 2.4 m high stock proof fencing (deer fencing) and a landscaping scheme involving hedgerow planting and/or woodland screening would be devised as part of a planning condition. This would ensure a degree of separation from the Proposed Development and thus there would be no health and safety issues during the operational phase.
- 3.2.3 Enhancements are proposed as part of the Proposed Development which would be implemented prior to the operational phase. These are detailed within **Section 5**.

3.3 Summary of Decommissioning Phase Impacts

- 3.3.1 The operational life of the Proposed Development and associated infrastructure will be 50 years. Following this, an application could be submitted to retain or replace the infrastructure, or they would be decommissioned. Built infrastructure and above ground installations would be removed from the Site, any electrical equipment would be made safe and either left in situ or removed (dependant on environmental impact and best practice at that time). Tracks and hardstandings may become amenities for the landowners use over the duration of the project and therefore it is proposed that these would be left in situ for use by the landowner or covered in topsoil.
- 3.3.2 The decommissioning phase is typically a shorter period than the construction phase, but it is anticipated that there would be temporary impacts to the PRoWs across the Site, similar to those of the construction phase. These would be managed in a similar way, with information provided within an Outline Decommissioning Management Plan which is anticipated to be conditioned as part of any forthcoming permission.

4 MITIGATION

4.1 Mitigation During Construction

- 4.1.1 All construction activities will be managed within the requirements of the Construction (Design and Management) (CDM) Regulations 2015, under the responsibility of the Principal Contractor. The Principal Contractor will produce a Health and Safety Plan with the aim for eliminating possible risks to users of the PRowS across the Site. All construction staff and contractors will be required to comply with the safety procedures and work instructions outlined in the Plan at all times.
- 4.1.2 To ensure that hazards to recreational users are appropriately managed, risk assessments will be undertaken for all major construction activities, with measures put in place to manage any hazards identified.
- 4.1.3 Where possible, access for PRowS will be maintained throughout the construction phase, with temporary diversions put in place where required. Temporary closures would be kept to a minimum and a diversion solution will always be sought as a preference. Further, where possible, PRowS subject to any temporary closures would be made available to recreational users outside of construction working hours, if it is safe to do so.
- 4.1.4 The following mitigation measures will be put in place to effectively manage access to the PRowS through the construction phase:
- Installation of safe crossing points (including signage);
 - Consideration of temporary traffic lights/temporary management systems;
 - Requirement for drivers to stop to allow horse riders to pass and training will be provided for all HGV staff on actions recommended by the British Horse Society, such as:
 - On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
 - If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
 - The vehicle would not move off until the riders are well clear of the back of the HGV;
 - If drivers are wishing to overtake riders, they will approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle;
 - Discussions with local equestrian groups will be held during the construction phase to keep riders informed of works and activities. These discussions will also allow the contractors to tailor their tool box talks to specific equestrian issues.;
 - Separation of plant and pedestrian mechanisms (for example including Heras fencing as a barrier);

- Information signage, leaflets etc advising on the development construction activity (plant, vehicles, and machinery) and the temporary changes to baseline access provision;
- Use of hazard/flashing beacons on all construction vehicles when using access tracks;
- Clear signage reminding vehicle drivers that they may encounter recreational users will be put in place throughout construction and speed limits of 10mph will be in place in areas of the Site where PRow are in place;
- Enforcement of speed limit on tracks for all construction vehicles/plant;
- PRow users will be informed of construction work proposed and directed to safe areas, either through signage or bankspersons dependant on the nature of the works being undertaken; and
- Delivery of Toolbox Talks to all Site workers to ensure awareness of potential presence of path users.

4.2 Communication

- 4.2.1 The measures above will ensure that access is enabled as far as possible without the safety of the recreational users being compromised.
- 4.2.2 The Applicant will ensure that clear communication of the implementation and removal of the above mitigation measures i.e. the temporary diversions or closures to PRow and the location of construction areas, as well as timescales as widely as possible.
- 4.2.3 A Community Liaison Representative will be appointed during the construction phase to provide regular communication in relation to current diversions, access restrictions, construction activities and peak construction times, with local residents and BCBC and NPTC. Communication will also be undertaken through a project website.

5 ACCESS ENHANCEMENTS

- 5.1.1 Opportunities for enhancement of the PRow's across the Site have been identified. It is proposed that a S106 financial contribution towards these enhancements is secured as part of any forthcoming planning permission.
- 5.1.2 A Community Benefit fund of £5,000 per installed MW is also proposed as part of the Proposed Development; details of how this fund would be managed would be finalised upon securing planning permission, but there is potential for some of this fund to be spent on PRow enhancements.
- 5.1.3 An overview of enhancement opportunities, informed by a recent walkover of PRow's is shown in **Table 5.1**.

Table 5.1 Potential Enhancements to PRow's within the Site

PRow No.	Proposed Works Required
LDL/11/2	Opportunity for a signpost to allow users to better locate the path.
LDL/12/1	N/A
LDL/13/2	N/A
LDL/3/1	Opportunity for a signpost to allow users to see where the path starts and ends.
LDL/4/1	Opportunity for a signpost to allow users to better locate the path.
LDL/4/2	Opportunity for signage to indicate the path route and upgrades to gates.
LDL/5/1	Opportunity to replace worn signage.
LDL/5/2	Gate replacement and clearer signage needed.
LDL/5/3	Gate replacement. Opportunity to manage this footpath so it is accessible.
LDM/22/1	N/A
LDM/23/1	Opportunity to improve signage to indicate the path route
LDM/24/1	Opportunity to add signage to locate path. Vegetation trimming needed.
LDM/24/2	Opportunity to add signage to locate path. Vegetation trimming needed.
LDM/4/1	Opportunity to add signage to locate path

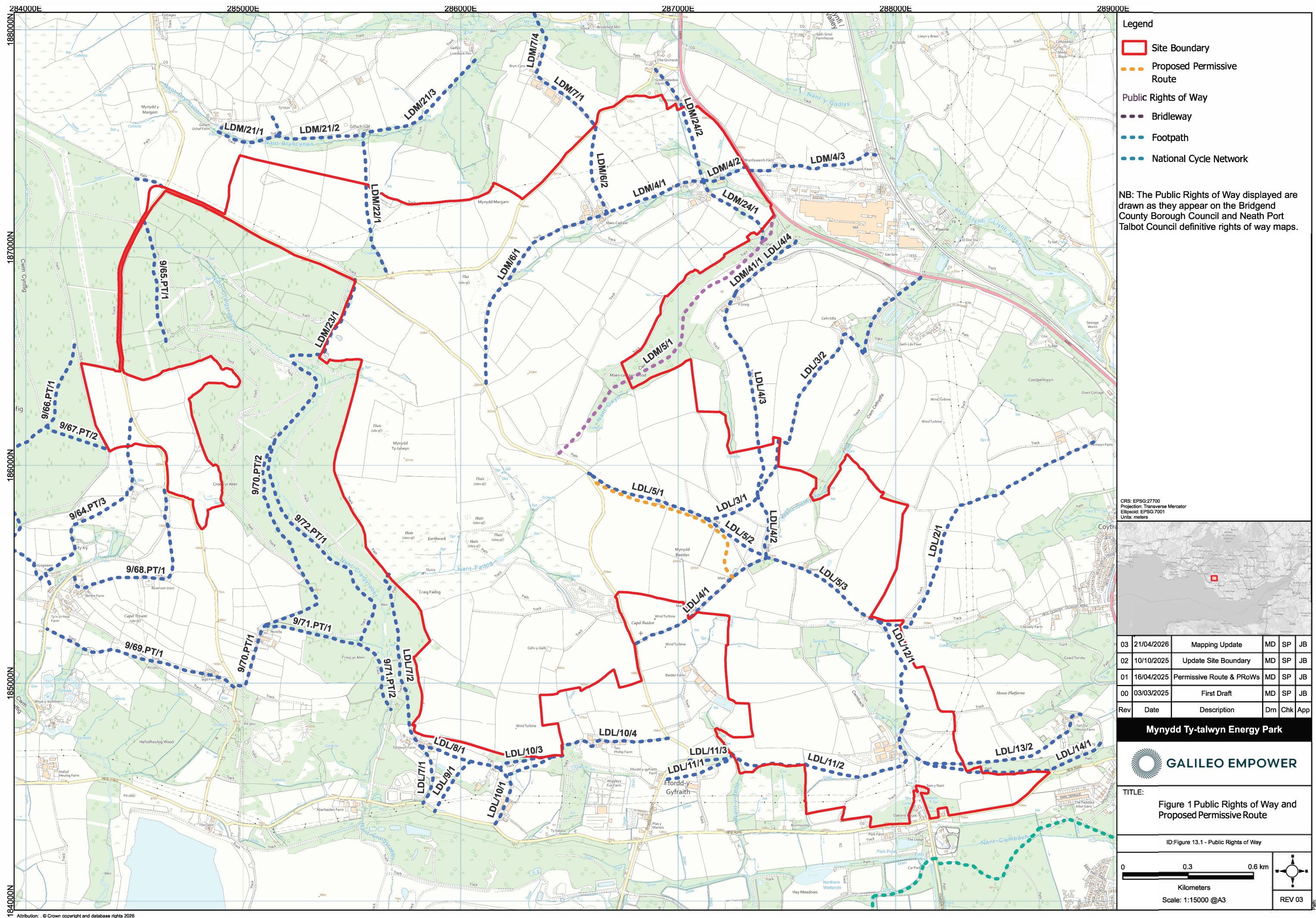
PRoW No.	Proposed Works Required
LDM/4/2	Opportunity to make this route accessible for users. Add signage to locate path. Vegetation trimming needed.
LDM/5/1 (Bridleway) (Figure 1)	Opportunity to improve signage to indicate the direction of bridleway. Remove obstructing fallen tree. Vegetation trimming on along path sides. Gates to be replaced where needed.
LDM/5/2 (Bridleway)	One of the gates to be fixed/ replaced. Footpath to be better traced. Better signage to better indicate path trend.
LDM/6/1	Better signage to indicate it is a footpath.
LDM/6/2	Add better signage to indicate it is a footpath.
9/64.PT/3	Opportunity for a signpost to allow users to better locate the path.

- 5.1.4 It is noted that a few of the PRoW within the Site were either obstructed or required maintenance in terms of vegetation trimming. Dialogue is ongoing with the relevant landowners to ensure their obligations to maintain access along the PRoW are met.
- 5.1.5 During the PRoW Forum meeting on 13 March 2025 comments were received about the opportunity to enhance the equestrian offering through the Site as part of any enhancements. It is understood that there are a series of DMMOs across the Site which, once granted, will upgrade footpaths to restrictive byways, which will provide significantly more connectivity for equestrian users.
- 5.1.6 Whilst part of these upgrades includes PRoWs LDL/5/1 and LDL/5/2, there is an opportunity, as part of the Proposed Development, to provide an additional permissive route via the proposed access tracks to the south of these routes. The access track would be constructed of compacted stone and therefore provide an 'all weather' option which would enhance the PRoW and equestrian offering during the winter months. This permissive route would rejoin the PRoW network at LDL/4/1.
- 5.1.7 Further dialogue will also be held with BCBC PRoW department, and the landowners to identify any other potential equestrian enhancements that could be secured either through the S106 contribution or the Community Benefit Fund.

6 SUMMARY

- 6.1.1 The Applicant aims to manage access during construction of the Proposed Development and by implementing this OAMP, it is anticipated that, on the whole, access will be able to continue without compromising the health and safety of any PRow users.
- 6.1.2 There are opportunities for PRow mitigation/enhancements across the Site, it is anticipated a financial contribution secured via a S106 agreement could be used to contribute towards these opportunities. Further funds may be available from the Community Benefit Fund which would be implemented once the Proposed Development became operational.

FIGURE 1: PUBLIC RIGHTS OF WAY AND PROPOSED PERMISSIVE ROUTE



ANNEX A: MAP SHOWING THE PUBLIC RIGHTS OF WAY WITHIN THE SITE

