

19<sup>th</sup> April 2018

The fourteenth meeting of the Mynydd y Gwair Wind Farm Community Liaison Group  
Old Boiler House, Penllergaer



### **Attendees**

Cllr Paul Northcote, Mawr Community Council  
Emma North, Planning, City and County of Swansea  
Sgt. Philip Morris, South Wales Police (SWP) Cllr.  
Kevin Griffith, Pontarddulais Town Council Cllr  
Wyn Morgan Penllergaer Community Council  
Jennifer Turner, Farrans  
Brigitte Rowlands, WGCA  
Philip McDonnell, Chair  
Jenny Cowley, Community Liaison Manager, Innogy Renewables UK Ltd.  
Tim James, Construction Project Manager, Innogy Renewables UK Ltd.  
Angharad Davies, Cadno Communications Ltd

### **1. Welcome and introductions**

The chair welcomed everyone to the meeting.

### **2. Apologies**

2.1 David Owen of SCC and Paul Newman of Pontlliw and Tircoed, sent their apologies.

### **3. Minutes & matters arising**

3.1 The new representative for the Mawr Community Council is Frank Jones.

3.2 Referring to item 5.9 of the previous minutes, TJ confirmed that the reinstatement of the layby at Five Roads was very nearly completed.

3.3. Referring to item 5.11 of the previous minutes, TJ confirmed that Farrans were putting in additional passing places, and this work was three-quarters completed.

3.4 Referring to item 5.12 of the previous minutes, TJ confirmed that the dry wheel cleaning facility was in place and in use and was reducing the amount of debris being spilled onto the highway.

3.5 Referring to item 7.1 of the previous minutes, the Chair distributed information on the Rural Development Programme funding and urged members to visit the Swansea City Council website for further details. He believes that there are opportunities for community councils and other local groups to access funding to help them prepare projects in readiness for the wind farm community fund.

3.6 Referring to item 7.4 of the previous minutes, it was confirmed that DO had sent the electronic copies, as requested.

3.7 The minutes were agreed as a true record of the previous meeting. Proposed by WM and seconded by BR.

### **4. Correspondence**

4.1 Correspondence has been received from BR, PN (Mawr), and KG, and it was agreed that these matters be discussed and formally noted during the updates from the innogy team.

### **5. Update from Tim James**

5.1 In terms of progress since the last meeting, TJ highlighted:

- 3.5km of access track across the common has been completed.
- Earth works around the turbine bases has begun.
- Two hardstanding areas have been constructed.
- Half of the ducts have been installed, and the rest have been laid out.
- The work on constructing additional passing places is nearly complete.

Four foundation cans have been delivered to site, an important part of the foundation installation (which will enable the towers to be installed on to the concrete foundations).

5.2 A number of difficult issues have arisen since the last meeting, which TJ proceeded to cover:

5.3 Parking on the Golden Mile and the area of common adjacent to forestry track. Permission to park in this area is being disputed. The individual sub-contractor claims to have been given verbal permission by a forestry worker, but Welsh Water Dŵr Cymru (WWDC) had informed BR that no permission could be given. TJ thanked BR for informing him of the breach and explained that he had instructed the sub-contractor not to park in either location. Since then, a parking solution has been agreed by DO, BR and TJ, and a parking area has now been constructed at the site exit.

5.4 Unfortunately, in order to construct the new parking area, lorries travelled through Penllercastell where there is a 7.5 tonne limit. The breach occurred due to the fact that there are no signs indicating this weight limit, and incorrect advice given by Swansea Council Highways. The weight limits are in place because of proximity to a CADW protected site. The local authority will now reinstate the signage to indicate the weight limit, but in reality, construction traffic will no longer need to use the road for any further work. JT will feed this back to Farrans.

5.6 A sub-contractor has been tracking outside of the works boundary, despite being instructed that this is not permissible. In addition, the individual sub-contractor has also been delivering duct across the common; again, not permissible under the terms of the contract. As a result, he has been dismissed from the site.

5.7 In relation to this matter, BR wished it to be noted that the tractor being used by the sub-contractor had caused severe rutting on the common near to Golden Mile road. There is a concern amongst local farming residents that they might be unfairly blamed for this damage, and they are seeking reassurances that the cause of the rutting is attributed correctly (namely, to the sub-contractor). TJ asked whether he should instruct Farrans to repair the damage, but due to the recent heavy rain, it was felt that it was better to delay any further work for the time being. TJ asked JT from Farrans to take photographs of the road, and write a report, to ensure that there is an official record of the incident. BR agreed to send photos, too. **In better weather conditions, corrective work will be undertaken by Farrans, subject to advice from the ecologist.**

5.8 A verbal disagreement had occurred between the sub-contractor and local commoners, which had become heated. As a result, Farrans took witness statements from their sub-contractor and re-briefed them about the boundaries of the site, and what they are allowed and are not allowed to do. From now on, the interface with the commoners will always be done through the site manager. TJ has also taken the matter up with the company director.

5.9 Sub-contractor Vehicles are being used on roads that are not prescribed. They have been stopped. BR confirmed that vehicles using non-prescribed routes was a problem, and she has received a number of complaints from local residents. Farrans have been taking steps to prevent this, and the sub-contractor was stood down temporarily so that an investigation could take place and the matter could be resolved. In all cases, the issues have been escalated to the contracts manager, and TJ has also written to the Director. BR expressed frustration given the number of times these issues had been thrashed out and agreed in various planning inquiries and meetings, over a number of years.

5.10 All of these matters are down to one sub-contractor, and Farrans have now put in place extra supervision. Currently, the sub-contractor has been stood down, due to poor weather conditions (severe rain).

(5.11 The firm GAP is an equipment supplier to the project, and a CLG member provided JT with the registration number of a vehicle that he had spotted driving through Felindre. It's possible that GAP are in the area supplying other projects. JT will check.)

5.12 As the access track progresses, gated crossing points are being installed along the route, to enable the safe crossing of people and animals from one side of the common to the other. Unfortunately, the crossing points have not progressed at sufficient rate to keep up with the road construction; the cattle grids are going in, but the gates and fencing are lagging behind. Grids are being temporarily closed off with barriers and there is pressure on Farrans to effectively manage the existing fencer or appoint a new fencer.

5.13 Effectiveness of cattle grids: Concern is being expressed by some farmers that the concrete grids being installed are not adequate. Innogy is obliged to install cattle grids, and Farrans are responsible for the design of the cattle grids and are an experienced wind farm contractor. If it can be proved that the grids are not adequate, then it will be Farrans' responsibility to deal with this matter. BR asked if animals would need to suffer injury before action was taken. Many farmers believe that the grids can be easily crossed by sheep, due to the flat slats, and there was a risk that larger animals could get their hooves stuck in the gaps between the slats, and for this reason, many felt that the grids were not fit-for-purpose. In addition, some had suggested that concrete grids cannot be cleaned; however, TJ explained that there was a tool for cleaning them out. The design has been chosen to minimise the impact on the common – other designs require the installation of concrete plinths – and ensure that very heavy loads can cross. All the grids will have been removed by November – they are only there for a temporary period. Grids are installed every 300 metres and thus far there is 3.5 km of track. The grid was partly chosen on the basis of its strength and ability to withstand heavy loads, especially when the abnormal loads transporting turbines and towers are brought to site. Innogy has a responsibility to ensure the health and safety of all personnel working on the project, and an unsafe cattle grid could have catastrophic effects. The cattle grid has been in place at innogy's Brechfa Forest Wind Farm site for 4 months during the time that abnormal load deliveries were being made, in order to test its design veracity. **JT agreed to take this back to Farrans and address this matter with urgency, and feedback to innogy.**

5.14 Ducts are laid out on the common ahead of ploughing them in to the ground, and concerns have been expressed that they constitute a hazard. However, innogy and Farrans believe that they pose no greater risk than the uneven ground of the common itself. The ducts have to be laid out on the ground because they need to be welded together. Due to the adverse wet weather, the work has been delayed. BR asked why the entire working area couldn't be fenced off in order to resolve the issue, and TJ reminded the meeting that the fencer had been stood down on the advice of the ecologist (due to wet weather). BR is concerned about the rights of people to walk on the common, and the fact that there are no signs indicating that part of the common is a construction site and therefore temporarily out of bounds. Furthermore, farmers cannot drive their vehicles over the ducting to retrieve cattle. TJ reminded the meeting that innogy is obliged to act on the advice of the independent ecologist, a commitment made to the commoners at the public inquiry. While the blanket bog dries out, therefore, the contractor has been stood down. Commoners are adjusting their practices to accommodate the construction and there is a fund available for commoners to alleviate some of these inconveniences, administered by a separate Management Group. The contractor has been stood down for three weeks (this being week 1) and TJ is hopeful that once the ground conditions are right, both the ploughing (to bury the duct) and the fencing can be done quickly. Where there is peat, a different methodology is used, and deep peat is avoided. FJ asked could a gateway be moved to avoid the very wet ground. TJ explained that common sense should be applied and that this should be the subject of agreement between the fencer and Farrans. **JT will ask the Farrans site team to put up the signage to indicate that construction is taking place.**

5.15 Some lorries have been encroaching on roadside verges, and these are now being reinstated. Farrans have written to the stone supplier to raise the issue and passing places will alleviate the matter. This will be monitored.

5.16 In a previous meeting PN (Pontlliw) had raised the issue of speeding vehicles. Since then, TJ has monitored the situation and hasn't observed any speeding.

5.17 TJ reassured CLG members that infringements are acted upon, and by way of example, a lorry driver using his mobile phone whilst driving on site, had been dismissed.

5.18 The surface water drainage system has been constructed, and the recent wet weather has given innogy the opportunity to test the system and make further tweaks to strengthen the system's ability to cope with additional water. WWDC have made an inspection site visit.

5.19 In terms of progress over the coming weeks, TJ reported:

- The access track will be progressed up to the T-junction and the associated swales will be installed.

- Outstanding crossing points will be installed.
- A start will be made to excavate 2 or 3 turbine bases, and these will be blinded (a 75 ml layer of concrete at the bottom).
- The ploughing and fencing will be completed (subject to dry weather).

5.20 Security: An excavator on site was broken into and the perpetrator dug two holes on the common. Innogy have requested that Farrans reinstate these holes in. The matter has been referred to SWP. In addition, a few individuals have been sighted near to the compound, but to date, nothing has been taken. On two separate occasions, approximately 30 walkers turned up on site, wanting to walk across the common. The security site manager has been issued with a bi-lingual letter to give to walkers explaining that the construction area is out-of-bounds. TJ wondered whether this was a concerted campaign by an opposition group, or a genuine walking group. If this is a genuine walking group, innogy would be happy to engage with them and explain the reasons behind the fencing. Once the works are completed, the construction area will have the fences removed and there will be no impingement to access on foot.

## **6. Update from Jenny Cowley**

6.1 PN (Mawr) had written to raise the issue of the verges, discussed under TJ's update. The Highways Department at Swansea Council have also raised the matter.

6.2 KG wrote to raise the issue of fly-tipping. This is not an area related to the wind farm but is on the site of the separate flood alleviation scheme being carried out by Dawnus. JC has spoken to Dawnus and reported the matter to the council. Dawnus had removed the barrier (this is private land) but it is understood that they are replacing this. BR is meeting with Dawnus to discuss this matter.

6.3 TJ added that when the work had been carried out to construct the agricultural unloading area, the top soil was used to form a mound, to help prevent anti-social driving.

6.4 TJ reported that two hectares of rhododendron has been cleared, and there is still 13 hectares to do (potentially via a different method). Rhododendron is a controlled substance, but burning it in situ, is slow. Local firm Spencer Environmental Associates are carrying out the work. The rhododendron is denser than first thought, and on a steep slope, further complicating the clearance process.

## **7. AOB**

7.1 BR asked why Heol y Barna was closed that morning to traffic, between 6 and 8 am. **JT will look into the matter.**

7.2 BR asked for further information on the Ecological Clerk of Works, and it was explained that the Ecological Clerk of Works or ECoW has been supplied by BioScan and works full time on the project.

7.3 BR noted that on the previous evening (Wednesday 18<sup>th</sup> April) work had continued on site until 9.30 pm, whereas the planning conditions stipulate that work should stop at 7.30 pm. **JT will investigate further.**

7.4 BR wished to thank innogy for fencing near to Sciach farm, which had been much appreciated by the residents.

## **8. Next meeting:**

8.1 The next meeting will be held at 6 pm on Wednesday 23 May at Felindre Hall (subject to availability).

8.2 The meeting concluded at 7.30 pm.

19<sup>eg</sup> Ebrill 2018

Y pedwerydd cyfarfod ar ddeg o Grŵp Cyswllt Cymunedol Fferm Wynt Mynydd y Gwair a gynhaliwyd yn Yr Hen Foelerdy, Penllergaer

### Presennol

Y Cynghorydd Paul Northcote, Cyngor Cymuned Mawr  
Emma North, Adran Gynllunio, Dinas a Sir Abertawe  
Sarsiant Philip Morris, Heddlu De Cymru  
(HDC)

Y Cynghorydd Kevin Griffith, Cyngor Tref  
Pontarddulais

Y Cynghorydd Wyn Morgan, Cyngor Cymuned  
Penllergaer

Jennifer Turner, *Farrans*

Brigitte Rowlands, CCGM

Philip McDonnell,

Cadeirydd

Jenny Cowley, Rheolwr Cyswllt Cymunedol, *Innogy Renewables UK*

Cyf. Tim James, Rheolwr Prosiectau Adeiladu, *Innogy Renewables UK Cyf.*

Angharad Davies, *Cadno Communications Cyf.*

### 1. Croeso a chyflwyniadau

Croesawyd pawb i'r cyfarfod gan y Cadeirydd.

### 2. Ymddiheuriadau

2.1 Derbyniwyd ymddiheuriadau gan David Owen o DSA a Paul Newman o Bontlliw a Thirgoed.

### 3. Cofnodion a materion yn codi

3.1 Frank Jones yw'r cynrychiolydd newydd ar gyfer Cyngor Cymuned Mawr.

3.2 Gan gyfeirio at eitem 5.9 o'r cofnodion blaenorol, cadarnhaodd TJ fod y gwaith o ailosod y gilfan ym Mhum Heol bron iawn wedi cael ei gwblhau.

3.3. Gan gyfeirio at eitem 5.11 o'r cofnodion blaenorol, cadarnhaodd TJ fod *Farrans* wedi rhoi lleoedd pasio ychwanegol, ac roedd tri chwarter o'r gwaith hwn wedi cael ei gwblhau.

3.4 Gan gyfeirio at eitem 5.12 o'r cofnodion blaenorol, cadarnhaodd TJ fod y cyfleuster sych ar gyfer glanhau olwynion wedi'i roi yn ei le ac yn cael ei ddefnyddio ac roedd maint y rwbel a oedd yn cael ei ollwng ar y briffordd wedi lleihau.

3.5 Gan gyfeirio at eitem 7.1 o'r cofnodion blaenorol, dosbarthodd y cadeirydd wybodaeth ynglŷn â chyllid y Rhaglen Datblygu Gwledig ac anogodd aelodau i ymweld â gwefan Cyngor Dinas Abertawe er mwyn cael manylion pellach. Mae'n credu bod cyfleoedd i gynghorau cymuned a grwpiau lleol eraill i gael cyllid i'w helpu nhw i baratoi prosiectau mewn parodrwydd ar gyfer cronfa gymuned y fferm wynt.

3.6 Gan gyfeirio at eitem 7.4 o'r cofnodion blaenorol, cadarnhawyd bod DO wedi anfon y copiâu electronig, fel a ofynnwyd iddo wneud.

3.7 Cytunwyd bod y cofnodion yn gofnod cywir o'r cyfarfod blaenorol. Cynigiwyd gan WM ac eiliwyd gan BR.

## 4. Gohebiaeth

4.1 Derbyniwyd gohebiaeth oddi wrth BR, PN (Mawr) a KG, a chytunwyd y dylid trafod y materion hyn a'u nodi yn ffurfiol yn ystod y diweddariadau gan dîm *Innogy*.

## 5. Diweddariad gan Tim James

5.1 Yn nhermau gwneud cynnydd ers y cyfarfod diwethaf, tynnodd TJ sylw at y ffaith fod:

- 3.5km o drac mynediad ar draws y comin yn awr wedi cael ei gwblhau.
- Cloddwaith o gwmpas sylfeini'r tyrbin wedi dechrau.
- Dwy ardal llawr caled wedi cael eu hadeiladu.
- Hanner y dwythellau wedi cael eu gosod, ac mae'r gweddill wedi cael eu rhoi ar yr wyneb.
- Y gwaith ar adeiladu lleoedd pasio ychwanegol bron wedi'i gwblhau.
- Pedwar o ganiau sylfaen wedi cael eu danfon i'r safle, sy'n rhan bwysig o osod y sylfaen (a fydd yn galluogi'r tyrau gael eu gosod ar y sylfaeni concrid).

5.2 Mae nifer o faterion anodd wedi codi ers y cyfarfod diwethaf, ac aeth TJ ymlaen i'w trafod:

5.3 Parcio ar y Filtir Aur a'r ardal o'r comin gerllaw'r trac coedwigaeth. Mae anghydfod ynglŷn â chaniatâd i barcio yn yr ardal hon. Mae'r is-gontractwr unigol yn hawlio ei fod wedi derbyn caniatâd llafar gan weithiwr coedwigaeth, ond roedd Dŵr Cymru (CD) wedi hysbysu BR na ellid rhoi caniatâd. Diolchodd TJ i BR am ei hysbysu ynglŷn â'r tor-rheol ac esboniodd ei fod wedi rhoi cyfarwyddyd i'r is-gontractwr beidio â pharcio ar unrhyw un o'r ddau leoliad. Ers hynny, cytunwyd ar ateb i'r broblem barcio gan DO, BR a TJ ac mae lle parcio yn awr wedi cael ei adeiladu wrth ymyl allanfa'r safle.

5.4 Yn anffodus, er mwyn adeiladu'r ardal barcio newydd, roedd loriau yn teithio drwy Benllercastell lle mae cyfyngiad pwysau o 7.5 tunnell. Digwyddodd y tor-rheol oherwydd y ffaith nad oes unrhyw arwyddion yn dynodi'r cyfyngiad pwysau hwn, a rhoddwyd cyngor anghywir gan Adran Briffyrdd Cyngor Abertawe. Mae'r cyfyngiadau pwysau yn bodoli oherwydd yr agosrwydd i safle gwarchoddedig CADW. Bydd yr awdurdod lleol yn awr yn ailosod yr arwyddion i ddynodi'r cyfyngiad pwysau, ond mewn gwirionedd, ni fydd y drafnidiaeth adeiladu angen defnyddio'r ffordd mwyach er mwyn gwneud unrhyw waith pellach. Bydd JT yn bwydo'r wybodaeth hon yn ôl at *Farrans*.

5.6 Mae is-gontractwr wedi bod yn creu llwybr y tu allan i ffin y gwaith, er gwaethaf ei fod wedi derbyn cyfarwyddyd na chaniateir hyn. Yn ychwanegol, mae'r is-gontractwr unigol hefyd wedi bod yn danfon dwythell ar draws y comin; ni chaniateir hyn o dan delerau'r contract. O ganlyniad, mae wedi cael ei ddiswyddo o'r safle.

5.7 Mewn perthynas â'r mater hwn, roedd BR yn dymuno iddo gael ei nodi bod y tractor sy'n cael ei ddefnyddio gan yr is-gontractwr wedi creu rhigolau difrifol ar y comin wrth ymyl ffordd y Filtir Aur. Mae pryder ymysg preswylwyr ffermio lleol y gallan nhw gael eu beio y annheg am y difrod hwn, a'u bod yn chwilio am sicrwydd bod achos y rhigolau yn cael ei briodoli yn gywir (sef, i'r contractwr). Gofynnodd TJ a ddylai roi cyfarwyddyd i *Farrans* atgyweirio'r difrod, ond oherwydd y glaw trwm yn ddiweddar, teimlwyd ei bod yn well oedi cyn gwneud unrhyw waith pellach am y tro. Gofynnodd TJ i JT o *Farrans* dynnu lluniau o'r ffordd ac ysgrifennu adroddiad er mwyn sicrhau bod cofnod swyddogol o'r digwyddiad. Cytunodd BR i anfon lluniau hefyd. **Mewn amodau tywydd gwell, bydd y gwaith cywirol yn cael ei wneud gan *Farrans*, yn amodol ar gyngor gan yr ecolegydd.**

5.8 Roedd anghytundeb llafar wedi digwydd rhwng yr is-gontractwr a chominwyr lleol, a oedd wedi gwaethygu. O ganlyniad, roedd *Farrans* wedi cymryd datganiadau tystiolaeth gan eu his-gontractwr ac wedi rhoi gwybodaeth iddyn nhw ynglŷn â ffiniau'r safle, a'r hyn yr oedden nhw fod i'w wneud a'r hyn nad oedden nhw fod i'w wneud. O hyn ymlaen, bydd y cysylltiad gyda'r cominwyr yn cael ei wneud bob amser drwy reolwr y safle. Mae TJ hefyd wedi trafod y mater gyda chyfarwyddwr y cwmni.

5.9 Mae cerbydau'r is-gontractwr yn cael eu defnyddio ar ffyrdd nad ydyn nhw wedi cael eu rhagnodi. Maen nhw wedi cael eu stopio. Cadarnhaodd BR fod cerbydau yn defnyddio ffyrdd heb eu rhagnodi yn broblem, ac mae hi wedi derbyn nifer o gwynion gan breswylwyr lleol. Mae *Farrans* wedi cymryd camau i osgoi hyn, ac roedd yr is-gontractwr wedi cael ei atal o'i waith dros dro fel y gellid cynnal ymchwiliad a datrys y mater. Ym mhob achos, mae'r materion wedi cael eu huwchgyfeirio at y rheolwr contractau, ac mae TJ hefyd wedi ysgrifennu at y Cyfarwyddwr. Mynegodd BR



rwystredigaeth o gofio'r nifer o weithiau y mae'r materion hyn wedi cael eu gwyntyllu a'u cytuno mewn amrywiol ymholiadau a chyfarfodydd cynllunio dros nifer o flynyddoedd.

5.10 Un is-gontractwr sy'n gyfrifol am yr holl faterion hyn, ac mae *Farrans* yn awr wedi darparu goruchwyliaeth ychwanegol. Ar hyn o bryd, mae'r contractwr wedi cael ei atal o'i waith, oherwydd amodau tywydd gwael (glawiad trwm iawn)

(5.11 Mae cwmni GAP yn gyflenwr sy'n darparu cyfarpar ar gyfer y prosiect, a darparodd aelod o GCC rif cofrestru cerbyd i JT a oedd wedi'i weld yn gyrru drwy Felindre. Mae'n bosibl bod GAP yn yr ardal yn cyflenwi prosiectau eraill. Bydd JT yn gwirio hyn.)

5.12 Fel y mae cynnydd yn cael ei wneud ar y trac mynediad, mae mannau croesi gyda giataiau yn cael eu gosod ar hyd y ffordd, er mwyn galluogi pobl ac anifeiliaid groesi yn ddiogel o un ochr i'r comin i'r ochr arall. Yn anffodus, nid yw'r mannau croesi wedi gwneud digon o gynnydd i ddal i fyny gyda gwaith adeiladu'r ffordd; mae'r gridiau gwartheg yn cael eu gosod, ond mae'r giataiau a'r gwaith ffensio ar ei hôl hi. Mae'r gridiau yn cael eu cau dros dro gyda rhwystrau ac mae pwysau ar *Farrans* i reoli'r ffensiwr yn effeithiol neu benodi ffensiwr newydd.

5.13 Effeithiolrwydd y gridiau gwartheg. Mynegwyd pryder gan rai ffermwyr nad yw'r gridiau concriid sydd wedi cael eu gosod yn ddigonol. Mae *Innogy* yn gorfod gosod gridiau gwartheg a *Farrans* sy'n gyfrifol am ddylunio'r gridiau gwartheg ac maen nhw yn gontractwyr profiadol ar gyfer ffermydd gwynt. Os gellir profi nad yw'r gridiau yn ddigonol, yna cyfrifoldeb *Farrans* fydd ymdrin â'r mater hwn. Gofynnodd BR a fyddai angen i anifeiliaid gael eu hanafu cyn y bydd gweithredu. Mae llawer o'r ffermwyr yn credu y gall defaid groesi'r gridiau yn hawdd, oherwydd yr estyll fflat, ac roedd perygl y gallai carnau anifeiliaid mwy fynd yn sownd yn y bylchau rhwng yr estyll, ac oherwydd y rheswm hwn, roedd llawer yn teimlo nad oedd y gridiau yn addas. Yn ychwanegol, roedd rhai wedi awgrymu na ellir glanhau'r gridiau concriid. Fodd bynnag, eglurodd TJ fod offeryn ar gael ar gyfer eu glanhau. Mae'r dyluniad wedi cael ei ddewis i leihau'r effaith ar y comin – mae dyluniadau eraill angen gosod plinthiau concriid – a sicrhau y gall llwythi trwm iawn groesi. Bydd y gridiau i gyd yn cael eu tynnu erbyn mis Tachwedd – am gyfnod dros dro y byddan nhw yna yn unig. Mae'r gridiau yn cael eu gosod bob 300 metr a hyd yma, 3.5km o drac sydd yno. Dewiswyd y grid yn rhannol ar sail ei gryfder a'i allu i wrthsefyll llwythi trwm, yn arbennig felly pan oedd llwythi anarferol yn cludo tyrbinau a thyllau i'r safle. Mae gan *Innogy* gyfrifoldeb i sicrhau iechyd a diogelwch yr holl weithwyr sy'n gweithio ar y prosiect, a gallai gridiau gwartheg anniogel gael effeithiau trychinebus. Mae'r grid gwartheg wedi cael ei osod ar fferm Wynt Brechfa, sy'n perthyn i *Innogy*, ers 4 mis ac yn ystod yr amser pan oedd danfoniadau gyda llwythi anarferol yn cael eu gwneud, er mwyn profi cywirdeb ei ddyluniad. **Cytunodd JT i drafod hyn ar frys eto gyda *Farrans* a darparu adborth i *Innogy*.**

5.14 Mae dwythellau yn cael eu gosod ar y comin cyn eu claddu yn y tir, a mynegwyd pryderon eu bod yn beryglus. Fodd bynnag, mae *Innogy* a *Farrans* yn credu nad ydyn nhw'n fwy o risg na thir anwastad y comin ei hun. Mae'n rhaid i'r dwythellau gael eu gosod ar y tir oherwydd mae angen eu weldio gyda'i gilydd. Bu oedi gyda'r gwaith oherwydd y tywydd gwlyb anffafriol. Gofynnodd BR pam na ellid ffensio'r ardal waith gyfan er mwyn datrys y broblem, ac atgoffodd TJ y cyfarfod fod y ffensiwr wedi cael ei atal o'i waith ar gyngor yr ecolegydd (oherwydd y tywydd gwlyb). Mae BR yn bryderus ynglŷn â hawliau'r bobl i gerdded ar y comin, a'r ffaith nad oes unrhyw arwyddion yn dynodi bod rhan o'r comin yn safle adeiladu ac felly ni chaniateir mynd yno dros dro. Ymhellach, ni all ffermwyr yrru eu cerbydau dros y dwythellau er mwyn cael at eu gwartheg. Atgoffodd TJ y cyfarfod fod cyfrifoldeb ar *Innogy* i weithredu ar gyngor yr ecolegydd annibynnol, ymrwymiad a wnaed i'r cominwyr yn yr ymholiad cyhoeddus. Tra mae'r gorgors yn sychu allan, mae'r contractwr, felly, wedi cael ei atal o'i swydd. Mae cominwyr yn addasu eu hymarferion i wneud lle i'r gwaith adeiladu ac mae cronfa ar gael i gominwyr er mwyn lliniaru rhywfaint o'r trafferthion, sy'n cael ei weinyddu gan Grŵp Rheoli ar wahân. Mae contractwr wedi cael ei atal am dair wythnos (hon yw'r wythnos gyntaf), ac mae TJ yn obeithiol unwaith y bydd yr amodau tir yn iawn, gellir gwneud y gwaith cloddio (er mwyn claddu'r ddwyllleth) a'r gwaith ffensio yn gyflym. Lle mae mawn, mae methodoleg wahanol yn cael ei defnyddio, ac mae mawn dwfn yn cael ei osgoi. Gofynnodd FJ a ellid symud mynedfa er mwyn osgoi'r tir gwlyb iawn. Eglurodd TJ y dylid defnyddio synnwyr cyffredin ac y dylai hyn fod yn destun cytundeb rhwng y ffensiwr a *Farrans*. **Bydd JT yn gofyn i dîm safle *Farrans* osod yr arwyddion i ddynodi bod gwaith adeiladu yn digwydd.**

5.15 Mae rhai loriau wedi bod yn teithio ar ochrau'r ffordd, ac mae'r rhain yn awr yn cael eu hadfer. Mae *Farrans* wedi ysgrifennu at y cyflenwr cerrig i drafod y mater a bydd lleoedd pasio yn lliniaru'r mater. Bydd hyn yn cael ei fonitro.

5.16 Mewn cyfarfod (Pontlliw) blaenorol, roedd PN wedi codi'r mater o gerbydau yn goryrru. Ers hynny, mae TJ wedi monitro'r sefyllfa ac nid yw wedi gweld unrhyw oryrru.

5.17 Sicrhodd TJ aelodau'r GCC y gweithredir yn achos troseddau. Er enghraifft, roedd gyrrwr lori a oedd yn defnyddio ei ffôn symudol wrth yrru ar y safle, wedi cael ei ddiswyddo.

5.18 Mae'r system draenio dŵr sydd ar yr wyneb wedi cael ei hadeiladu, ac mae'r tywydd gwlyb diweddar wedi rhoi'r cyfle i *Innogy* brofi'r system a gwneud addasiadau pellach er mwyn cryfhau gallu'r system i ymdopi â dŵr ychwanegol. Mae WWDC wedi ymweld â'r safle er mwyn ei harchwilio.

5.19 Ynglŷn â chynnydd dros yr wythnosau sydd i ddod, adroddodd TJ:

- Y bydd y trac mynediad yn ymestyn at y gyffordd T a bydd y pantiau cysylltiedig yn cael eu gosod.
- Bydd y manau nad ydyn nhw wedi cael eu cwblhau yn cael eu gosod.
- Bydd y gwaith yn dechrau ar gloddio ar waelod 2 neu 3 o dyrbinau, a bydd y rhain yn cael eu tywodi (haen 75 ml o goncrid ar y gwaelod).
- Bydd y gwaith claddu a ffensio yn cael ei gwblhau (os yw'r tywydd yn sych).

5.20 Diogelwch: Torrwyd i mewn i jac codi baw ar y safle a bu'r troseddwr yn palu dau dwll ar y comin. Mae *Innogy* wedi gofyn i *Farrans* adfer y tyllau hyn. Cyfeiriwyd y mater i HDC. Yn ychwanegol, gwelwyd ychydig o unigolion wrth ymyl y cwrt, ond hyd yma, nid oedd unrhyw beth wedi cael ei ddwyn. Ar ddau achlysur gwahanol, ymddangosodd oddeutu 30 o gerddwyr ar y safle, ac roedden nhw'n dymuno croesi'r comin. Mae'r rheolwr diogelwch y safle wedi derbyn llythyr dwyieithog i roi i gerddwyr yn egluro na chaniateir mynediad i'r ardal adeiladu. Roedd TJ yn meddwl a oedd hyn yn ymgyrch ar y cyd gan grŵp a oedd yn gwrthwynebu, neu a oedd yn grŵp cerdded didwyll. Os yw hwn yn grŵp cerdded didwyll, byddai *Innogy* yn fodlon i ymgysylltu â nhw ac egluro'r rhesymau y tu ôl i'r gwaith ffensio. Unwaith y bydd y gwaith wedi cael ei gwblhau, bydd y ffensys yn cael eu tynnu o'r ardal adeiladu ac ni fydd unrhyw rwystr cael mynediad ar droed.

## 6. Diweddariad gan Jenny Cowley

6.1 Roedd PN (Mawr) wedi ysgrifennu i godi'r mater ynglŷn ag ochrau'r ffordd, a drafodwyd o dan ddiweddariad TJ. Mae Adran Priffyrdd Cyngor Abertawe hefyd wedi codi'r mater.

6.2 Ysgrifennodd KG i godi'r mater o dipio anghyfreithlon. Nid yw hon yn ardal sy'n gysylltiedig â'r fferm wynt, ond mae ar safle cynllun gwahanol ar gyfer lliniaru llifogydd sy'n cael ei wneud gan Dawnus. Siaradodd JC gyda Dawnus ac adroddodd y mater i'r cyngor. Roedd Dawnus wedi tynnu'r rhwystr (tir preifat yw hwn), ond deallir eu bod yn rhoi un arall yn ei le. Mae BR yn cyfarfod gyda Dawnus i drafod y mater hwn.

6.3 Ychwanegodd TJ pan oedd gwaith wedi cael ei wneud i adeiladu'r ardal dadlwytho amaethyddol, defnyddiwyd y pridd uchaf i lunio twmpath, er mwyn helpu atal gyrru gwrthgymdeithasol.

6.4 Adroddodd TJ fod dau hectar o rododendron wedi cael eu clirio, ac mae 13 hectar yn parhau heb eu gwneud (o bosibl drwy ddull gwahanol). Mae rhododendron yn blanhigyn rheoledig, ond mae'i losgi tra mae yn ei le yn broses araf. Cwmni lleol o'r enw *Spender Environmental Associates* sy'n gwneud y gwaith. Mae'r rhododendron yn fwy trwchus nag a feddyliwyd yn y lle cyntaf, ac mae ar lethr serth, sy'n cymhlethu'r broses glirio ymhellach.

## 7. UFA

7.1 Gofynnodd BR pam yr oedd Heol y Barna ar gau'r bore hwnnw, rhwng 6 ac 8am. **Bydd TJ yn ymchwilio i'r mater.**

7.2 Gofynnodd BR am wybodaeth bellach ynglŷn â'r Clerc Gwaith Ecolegol, ac eglurwyd mai *BioScan* oedd wedi cyflenwi'r Clerc Gwaith Ecolegol neu CGE ac mae'n gweithio llawn amser ar y prosiect.

7.3 Nododd BR y noswaith flaenorol (Dydd Mercher 18<sup>fed</sup> Ebrill) bod y gwaith wedi parhau ar y safle tan 9.30pm, tra bod yr amodau cynllunio yn nodi y dylai'r gwaith stopio am 7.30pm. **Bydd JT yn ymchwilio i'r mater ymhellach.**



7.4 Roedd BR yn dymuno diolch i *Innogy* am ffensio wrth ymyl fferm Sciach, ac roedd hyn wedi cael ei werthfawrogi yn fawr gan y preswylwyr.

**8. Cyfarfod Nesaf:**

8.1 Cynhelir y cyfarfod nesaf am 6yp ar ddydd Mercher, 23 Mai yn Neuadd Felindre (yn amodol ar argaeledd).

8.2 Daeth y cyfarfod i ben am 7.30yp.