

6 September 2018

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



Attendees

Cllr. Wyn Morgan Penllergaer Community Council
Emma North, Planning, City and County of Swansea
David Owen, Planning, City and County of Swansea
Cllr. Kevin Griffith, Pontarddulais Town Council
Paul Newman, Pontlliw and Tircoed Community Council
Alun Thomas, Highways Dept. City and County of Swansea
Brigitte Rowlands, Secretary, West Glamorgan Commoners' Association
Philip McDonnell, Chair
Michael Hall, Project Manager, Senvion
Michael Williams, Innogy Renewables UK Ltd
Angharad Davies, Cadno Communications Ltd

1. Welcome and introductions

The chair welcomed participants. Mike Hall, the Senvion project manager was in attendance. Michael Williams, Innogy construction project manager, was attending in Tim's absence.

2. Apologies

2.1 Cllr Paul Northcote, Mawr Community Council; Cllr. Frank Jones, Mawr Community Council; Tim James, Innogy Renewables UK Ltd; Jenny Cowley, Community Liaison Manager, Innogy Renewables UK Ltd; Sgt. Philip Morris, South Wales Police.

3. Minutes & matters arising

3.1 It was agreed that most of the matters arising out of the minutes would be covered under the update from Innogy.

3.2 In relation to item 5.11, it was confirmed that a photographic survey of the route (exiting onto the Golden mile via Rhydypany Road) had been carried out.

3.3 In relation to item 6.1 BR noted that the broken fencing could be a potential hazard for sheep and cattle and requested that it be mended. In fact, the fence – which protected an ancient monument - is no longer required, as construction work in this area has completed, and therefore, the fence can be brought down. **(Action: MW to instruct Farrans to dismantle and remove the fence).**

3.4 PN asked whether, as a requirement of planning, photographic surveys were done of all of the public highways used by construction traffic. MW and officers from the local authority present, confirmed that, yes, this had been done, prior to the start of the enabling works. The roads will be reviewed following the AIL deliveries to survey for any damage. AT pointed out that the severe winter in early 2018 may have caused some damage to the public highway.

3.5 In relation to matter 5.14 (AIL dry run) MW confirmed that this had gone smoothly, with no issues, including past the grocery store in Pontlliw, where CLG members had previously expressed concern about parked vehicles outside the shop.

3.6 In response to a question from WM, it was explained that the dry run was publicised via the text message service and the website, as well as being discussed at previous CLG meetings, and minuted.

3.7 MW confirmed that the turbine deliveries can be undertaken Monday-Saturday.

3.8 The chair asked members to provide feedback on communications relating to the AIL deliveries (item 5.17).

- The yellow advance notice signs are up. There are 8 sets in total and they are prominently displayed and bi-lingual.
- The SMS text alert service has been set up. Many felt it was working well, however, a number of people who had registered, had yet to receive alerts. MW explained that text messages expire after 48 hours,

and should someone not have their phone turned on in that period of time, they will not receive the message. There had been a few teething problems. Members present were asked to supply their mobile phone numbers, and these will be recorded manually onto the system. (Action: AD to action with the Innogy team).

- The letter drop has been completed.
- A press release will be issued very soon to local media, including the South Wales Evening Post.
- A communication is being sent to local councillors, AMs and MPs.
- It was agreed at the last meeting that electronic signage would not be required.
- The local radio stations have been contacted, and will be further updated. AT suggested informing Traffic Watch (Action: AT to inform Traffic Watch via the local authority).

3.9 BR recalled some difficulties during the turbine deliveries for the neighbouring Mynydd y Betws wind farm, in particular that parents collecting children from school had been late on a number of occasions. She suggested that Innogy proactively inform the schools of the text message service, so that they can be kept up-to-date with turbine delivery timings, in case they cause delay to parents driving to school. (Action: Innogy to offer text message service to local schools).

3.10 The minutes were agreed as a true record of the previous meeting. Proposed by EN and seconded by KG.

4. Correspondence

4.1 PN had alerted Innogy and the local authority (EN) to further complaints he had received that construction traffic was travelling through Pontlliw at 6 am. EN had responded to explain that the Local Planning Authority had authorised an application from Innogy to extend working hours on the days that the concrete pours take place, for practical considerations (they need to be completed within the day, and an early start time/late finish time) to accommodate this. CLG members were informed of this consent to extend the permissible working hours at a previous CLG meeting.

4.2 PN explained that potholes in the road had meant that the lorries were more noisy than usual. The pot holes have since been filled in by the Highways Department.

4.3 MW explained that 14 out of 16 concrete pours had been done, and the final 2 should be completed next week. Thereafter, working hours will return to normal.

4.4 DO noted that the Local Planning Authority had granted Innogy an emergency extension to working hours on 8th August because a lorry carrying an external electrical transformer to site had broken down on route. Work on that day had continued until 10 pm to enable the delivery to be made, safely. One complaint had been received – and answered – on this matter.

4.5 KG had forwarded a complaint from a resident concerning a lorry from RDH Transport that had exited the site correctly, but had subsequently turned around and returned through Pontarddulais, causing traffic problems.

4.6 Members were reassured that the gateman continues to report transgressions, and that these are dealt with (and in some cases drivers are banned from site), but that on this occasion, the driver had, in fact, exited correctly.

4.7 The chair commented that given the high volume of vehicle movements, it was heartening that the number of incidences was relatively small.

4.8 EN had been in correspondence with BR regarding her concern about the potential for vehicles exiting site, where the road is limited to vehicles under 7.5 tonnes, to cause damage. EN explained that these matters were covered in the Section 278 Highways Agreement. MW reassured BR that when lorries exit from the site they are empty, and under the 7.5 tonne limit.

4.9 In fact, the road at the site exit is now subject to an emergency temporary road closure (unrelated to the wind farm construction), and so no construction vehicles will be using this road for the next, approximately, 4 weeks.

4.10 Innogy will continue to monitor use of this exit. The AIL traffic will exit the site via Bolgoed Road.

4.11 EN had received a query from Cllr Wendy Fitzgerald requesting information about the AIL deliveries. It was suggested that Cllr Fitzgerald may be able to advertise the text messaging service in her newsletter to residents.

4.12 WM has been asked by residents whether the splitter islands removed for turbine deliveries are being reinstated. MW confirmed that this will be done following the final delivery. The work to remove the splitter islands had caused some traffic tailbacks.

4.13 KG was concerned about delays by Innogy in contacting a local resident. MW explained that this had been due to staff absences, and annual leave over the summer, but that the resident was due to be contacted very soon. KG will feed this back.

4.14 A query had been received concerning the roofing materials being used on the control building. The original planning consent had specified slate tiles, but a subsequent application had been approved for alternative materials. Composite panels are being used as these are more secure, are better for insulation, and easier to install.

5. Update from Michael Williams

5.1 All access tracks have now been installed, which has meant a dramatic reduction in the number of stone deliveries.

5.2 Fourteen base pours are completed, with the final 2 being done next week, on Tuesday and Thursday. There are 5 further pedestal pours to be done.

5.3 External Transformers – 8 on site, a further 8 to be delivered.

5.4 Fencing is completed. Some further maintenance work is being done on the crossing points.

5.5 Restoration work has started, with the reinstatement of top-soil and peat.

5.6 A considerable amount of work has gone on at the control building, including installation of concrete floors, painting, external plinths. All civils work, including external work such as pathways and fencing are also due to complete next week. Thereafter the focus will be on electrical works.

5.7 The 132 kv transformer was delivered on 29th Aug.

5.8 External switchgear is being installed. Western Power Distribution (WPD) will be on site on 17th September for a number of weeks.

5.9 The exit out onto the Golden Mile is closed due to the temporary road closure.

5.10 The dry run on 22nd Aug went smoothly, and all parties were happy, including Senvion, Plantspeed and South Wales Police (SWP). SWP suggest that they are comfortable to escort three vehicles in the morning convoy, sticking to the originally planned two vehicles in the afternoon convoy.

5.11 MW explained that the convoys were due to leave Swansea Port at 9.30 am and between 12 – 1.30 pm. The dry run had confirmed that travel time from port to the site entrance (Bolgoed Road) is approximately 45 minutes, and then a further approximately 25 minutes to the site compound. These are nominal times, because departure from port, and transit along the entire route, is wholly determined by the police. As an example, MW explained that on the day of the dry run, the convoy didn't leave port until 10 am.

5.12 The deliveries are permitted from 9.30 am to 3 pm (and this is what is advertised on the public signage). However, the latest planned time for the convoy to leave the port is 1.30 pm, meaning that in all likelihood, the ALLs will arrive at the site entrance (Bolgoed Road) at approximately 2.15 pm. This avoids the school run by quite a margin.

5.13 Despite the fact that there is capacity for 3 vehicles in the morning convoy (instead of the originally planned 2 vehicles), the delivery cycle is still likely to take place over the entire 16-week period. There is no storage on site, and turbines are erected on delivery.

5.14 MW confirmed that the yellow signs advertising the turbine deliveries were put in place on 17th August.

5.15 Work on the Penllergaer roundabout took place on 14th Aug, and double yellow lines were painted outside the pub in Pontlliw (these lines will be removed after completion of deliveries).

5.16 The press release is due to be issued soon to local press and media. Radio Stations locally have been contacted.

5.17 6 turbines have been delivered to Swansea port, with further shipping deliveries expected next week. By the end of September, all turbines and components will be at Swansea port.

5.18 Senvion start mobilising on 17th September, the tail crane will be delivered on 14th Sept, with the main crane delivered on 18th Sept. Turbine deliveries will begin on 19th or 20th Sept.

5.19 As discussed, the transit of the components from Swansea port, to site, is undertaken under the direction of SWP.

6. AOB

6.1 BR said that the construction (exacerbated by dry weather) had caused dust to settle on the common land running alongside the tracks, and animals were no longer grazing here. MW explained that the weather had been unprecedented and that there had been 3 bowzers wetting the tracks during the very dry period. The recent rain had improved matters, and the dust residue that remains, will wash away over time. The stone used on site is sandstone, a natural material, so there should be no concern about contamination.

6.2 BR is concerned about the growth of rush on the fragile soils of the common, especially where there has been dust settlement. Rush growth has occurred on the common following previous developments (not related to the wind farm) and there is concern that this will happen again. DO reassured members that the planning consent and conditions had taken this into account, both in terms of the composition of stone being brought to site, and the possibility of rush growth. DO suggested that the Ecological Clerk of Works be asked to write a statement addressing the issue of potential rush growth and any impact resulting from the dust. (Action: MW to seek this from the ECoW)

6.3 Members were further reassured that there had been a number of ecological surveys carried out, including photographic surveys.

6.4 Concerns had been expressed to BR about the handling of peat during the very dry weather. The Habitat Management Plan outlines how the peat should be managed. MW explained that the ECoW had been monitoring the potential risk to the peat during the very dry weather and had advised Innogy and contractors on mitigation measures, including regular watering. Initially the peat was covered in plastic, but this proved ineffective, so it was decided that all peat stocks would be covered in turf. This had proved successful. DO requested that the ECoW provide CLG members with a briefing on peat management. (Action: MW to seek a briefing from the ECoW in readiness for the next meeting).

6.5 The peat is now being reinstated in the wetter parts around the crane hard-standing areas, with less valuable soil being reserved for the hard-standing area itself. All of the extracted peat will be used.

6.6 In some cases, grass has been stripped and reinstated on the road and track edges to minimise the impact on soil.

6.7 The community benefit fund will become operational when the wind farm is fully operational. It is hoped that all turbines will be erected before the end of the year. Members were warned that turbine erection is dependent on the weather, and work cannot be undertaken on very windy days.

6.8 Following the erection of the turbines, there will be a period of commissioning and testing. The only civil works remaining will be reinstatement works, removal of fencing (which will be done piecemeal, according to regrowth), and some snagging issues.

6.9 Innogy was reminded that stock will be taken off the common in October and re-introduced to the common in December.

6.10 There is a hump in the road on Five Roads towards Henglawdd. AT was aware of this, and it has been deemed safe.

6.11 There are 30 mph signs on Mynydd y Gwair all the way to the exit, and to Penlle Castell. Innogy erected these signs on this section running alongside the site, in an attempt to reduce speed as it was thought that stock would migrate towards the road as a result of the construction works. The signs will be removed after construction.

6.12 WM voiced concerns about the lack of information on the community benefit fund and reminded members that SCVS had suggested during their presentation to the CLG earlier in the year, that a committee would be established and community councils would be consulted further. This has not happened. PN had e-mailed Amada Carr of SCVS to make enquiries and been told that the terms of reference were being drawn up in the autumn. Members were reminded that they can contact SCVS on 01792 655005.

6.13 In all likelihood, the wind farm will be operational in April 2019, which is when the fund becomes available. It was agreed that Kathryn Harries from Innogy be invited to the next meeting to update members. (Action: MW to discuss with KH).

8. Next meeting:

8.1 Wednesday 3rd October at 6 pm, at the Old Boiler House, Penllergaer.

The meeting concluded at 7.20 pm.

6 Medi 2018

Deunawfed cyfarfod Grŵp Cyswllt Cymunedol Fferm Wynt Mynydd y Gwair
Yr Hen Foelderdy, Penlle'r-gaer



Yn Bresennol

Y Cyngorydd Wyn Morgan, Cyngor Cymuned Penlle'r-gaer
Emma North, Cynllunio, Dinas a Sir Abertawe

David Owen, Cynllunio, Dinas a Sir Abertawe

Y Cyngorydd Kevin Griffith, Cyngor Tref Pontarddulais

Paul Newman, Cyngor Cymuned Pontlliw a Thircoed

Alun Thomas, Adran Priffyrdd, Dinas a Sir Abertawe

Brigitte Rowlands, Ysgrifennydd, Cymdeithas Cominwyr Gorllewin Morgannwg

Philip McDonnell, Cadeirydd

Michael Hall, Rheolwr Prosiect, Senvion

Michael Williams, Innogy Renewables UK Ltd

Angharad Davies, Cadno Communications Ltd

1. Gair o groeso a chyflwyniadau

Croesawodd y Cadeirydd bawb i'r cyfarfod. Roedd Mike Hall, rheolwr prosiect Senvion yn bresennol. Roedd Michael Williams, rheolwr prosiect adeiladu Innogy, yn bresennol yn absenoldeb Tim.

2. Ymddiheuriadau

2.1 Y Cyngorydd Paul Northcote, Cyngor Cymuned Mawr; Y Cyngorydd Frank Jones, Cyngor Cymuned Mawr; Tim James, Innogy Renewables UK Ltd; Jenny Cowley, Rheolwr Cyswllt Cymunedol, Innogy Renewables UK Ltd; Rhingyll Philip Morris, Heddlu De Cymru.

3. Cofnodion a Materion yn Codi

3.1 Cytunwyd y byddai'r rhan fwyaf o'r materion yn codi yn y cofnodion yn cael eu trafod o dan y diweddariad gan Innogy.

3.2 Yng nghyswllt eitem 5.11, cadarnhawyd bod arolwg ffotograffig o'r llwybr (sy'n mynd allan i'r Filltir Aur drwy Heol Rhydypany) wedi'i gynnal.

3.3 Yng nghyswllt eitem 6.1, nododd BR y gallai'r ffens a oedd wedi torri fod yn berygl o bosib i ddefaid a gwartheg a gofynnodd am iddo gael ei drwsio. Yn wir, nid oedd angen y ffens mwyach, gan fod y gwaith adeiladu yn yr ardal hon wedi'i gwblhau. Felly, byddai modd tynnu'r ffens, a oedd yn gwarchod heneb hynafol, i lawr. **(Gweithredu: MW i roi cyfarwyddyd i Farrans i ddatgymalu a chael gwared ar y ffens).**

3.4 Gofynnodd PN a oedd arolygon ffotograffig yn cael eu cynnal ar gyfer yr holl briffyrdd cyhoeddus yr oedd traffig adeiladu yn eu defnyddio, fel un o'r gofynion cynllunio. Cadarnhaodd MW a swyddogion eraill o'r awdurdod lleol a oedd yn bresennol fod hyn wedi'i wneud, cyn dechrau ar y gwaith galluogi. Bydd y ffyrdd yn cael eu hadolygu ar ôl i'r AIL gyrraedd, i weld a fu unrhyw ddifrod. Dywedodd AT y gallai'r gaeaf caled ar ddechrau 2018 fod wedi achosi rhywfaint o ddifrod i'r briffordd gyhoeddus.

3.5 Yng nghyswllt mater 5.14 (ymarfer AIL) cadarnhaodd MW fod hyn wedi mynd yn rhwydd, heb unrhyw broblemau, gan gynnwys heibio'r siop fwyd ym Mhontlliw, lle'r oedd aelodau'r Grŵp wedi mynegi pryderon ynghylch cerbydau'n parcio y tu allan i'r siop yn flaenorol.

3.6 Mewn ymateb i gwestiwn gan WM, eglurwyd y rhoddwyd cyhoeddusrwydd i'r ymarfer drwy gyfrwng y gwasanaeth negeseuon testun a'r wefan, ac roedd wedi cael ei drafod a'i gofnodi mewn cyfarfodydd blaenorol o'r Grŵp.

3.7 Cadarnhaodd MW y gallai'r tyrbinau gyrraedd o ddydd Llun i ddydd Sadwrn.

3.8 Gofynnodd y cadeirydd i'r aelodau roi adborth ynghylch y cyfathrebu a oedd yn ymwneud ag AIL yn cyrraedd (eitem 5.17).

- Mae'r arwyddion melyn ymlaen llaw wedi cael eu gosod. Mae 8 set i gyd. Maent wedi cael eu gosod mewn manau amlwg ac maent yn ddwyieithog.

- Mae'r gwasanaeth hysbysu drwy neges destun wedi cael ei sefydlu. Roedd nifer yn teimlo ei fod yn gweithio'n dda. Ond, nid oedd nifer o bobl a oedd wedi cofrestru wedi derbyn unrhyw hysbysiadau eto. Eglurodd MW fod negeseuon testun yn dod i ben ar ôl 48 awr, ac os nad oedd ffôn rhywun ymlaen yn ystod y cyfnod hwnnw, ni fyddent yn derbyn y neges. Roedd rhywfaint o broblemau cychwynnol wedi codi. Gofynnwyd i'r aelodau a oedd yn bresennol am eu rhifau ffôn symudol, er mwyn cofnodi'r rhain â llaw ar y system. (Gweithredu: AD i weithredu, gyda thîm Innogy).
- Mae'r llythyrau wedi cael eu dosbarthu.
- Bydd datganiad i'r wasg yn cael ei chyhoeddi cyn bo hir i'r cyfryngau lleol, gan gynnwys i'r South Wales Evening Post.
- Mae nodyn yn cael ei anfon at gynghorwyr lleol, Aelodau Cynulliad ac Aelodau Seneddol.
- Cytunwyd yn y cyfarfod diwethaf na fyddai angen cael arwyddion electronig.
- Cysylltwyd â'r gorsafoedd radio lleol, a byddant yn cael eu diweddarau. Awgrymodd AT y dylid rhoi gwybod i Traffic Watch (Gweithredu: AT i roi gwybod i Traffic Watch drwy'r awdurdod lleol).

3.9 Roedd BR yn cofio y bu rhai anawsterau pan oedd tyrbinau'n cyrraedd fferm wynt Mynydd y Betws, gerllaw. Roedd yn cofio'n benodol fod rhieni a oedd yn casglu eu plant o'r ysgol wedi bod yn hwyr ar sawl achlysur. Awgrymodd fod Innogy yn mynd ati i roi gwybod i'r ysgolion am y gwasanaeth negeseuon testun, er mwyn iddynt gael gwybod y diweddaraf am yr amseroedd y byddai'r tyrbinau'n cyrraedd, rhag ofn y byddai hynny'n arwain at oedi i rieni a fyddai'n gyrru i'r ysgol. (Gweithredu: Innogy i gynnig gwasanaeth negeseuon testun i'r ysgolion lleol).

3.10 Cytunwyd bod y cofnodion yn gofnod cywir o'r cyfarfod blaenorol. Cynigiwyd gan EN ac eiliwyd gan KG

4. Gohebiaeth

4.1 Roedd PN wedi tynnu sylw Innogy a'r awdurdod lleol (EN) at gwynion eraill yr oedd wedi'u derbyn am draffig adeiladu yn teithio drwy Bontlliw am 6am. Roedd EN wedi ymateb i egluro bod yr Awdurdod Cynllunio Lleol wedi awdurdodi cais gan Innogy i ymestyn yr oriau gwaith ar ddiwrnodau'r gwaith tywallt concriid, a hynny am resymau ymarferol (rhaid cwblhau'r gwaith o fewn y diwrnod, gydag amser dechrau cynnar/amser gorffen hwyr). Roedd aelodau'r Grŵp wedi cael gwybod am y caniatâd hwn i ymestyn yr oriau gwaith a ganiateir mewn cyfarfod blaenorol o'r Grŵp.

4.2 Eglurodd PN fod y tyllau yn y ffordd wedi golygu bod y loriau yn fwy swnllyd nag arfer. Mae'r Adran Priffyrdd wedi llenwi'r tyllau ers hynny.

4.3 Eglurodd MW fod 14 allan o'r 16 gwaith tywallt concriid wedi'i gwblhau, ac y dylid cwblhau'r ddau olaf yr wythnos nesaf. Ar ôl hynny, byddai'r oriau gwaith yn dychwelyd yn ôl i'r arferol.

4.4 Nododd DO fod yr Awdurdod Cynllunio Lleol wedi caniatáu ymestyn oriau gwaith Innogy mewn argyfwng ar 8 Awst oherwydd bod lori a oedd yn cludo newidydd trydanol allanol i'r safle wedi torri i lawr ar y ffordd. Roedd gwaith wedi parhau tan 10pm ar y diwrnod hwnnw, er mwyn caniatáu i'r cyfarpar gyrraedd yn ddiogel. Derbyniwyd un gŵyn am y mater hwn, ac roedd wedi derbyn ymateb.

4.5 Cyflwynodd KG gŵyn gan breswlydd a oedd yn bryderus fod lori RDH Transport wedi gadael y safle'n gywir, ond ei fod wedi troi wedyn a dychwelyd drwy Bontarddulais, gan achosi problemau traffig.

4.6 Sicrhawyd yr aelodau fod y giât-geidwad yn parhau i roi gwybod am unrhyw dramgwyddau. Ymdrinnir â'r achosion hyn (ac mewn rhai achosion, caiff y gyrwyr eu gwahardd o'r safle), ond ar yr achlysur hwn, roedd y gyrrwr wedi gadael y safle'n briodol.

4.7 Dywedodd y cadeirydd ei fod yn galonogol mai cymharol fach oedd nifer y digwyddiadau, o ystyried cymaint o fynd a dod sydd yna gan gerbydau.

4.8 Roedd EN wedi bod yn gohebu â BR ynghylch ei phryder am y posibilrwydd o gerbydau'n achosi difrod wrth adael y safle, pan fo'r ffordd wedi'i chyfyngu i gerbydau o dan 7.5 tunnell. Eglurodd EN fod y materion hyn yn cael eu trafod yn Adran 278 y Cytundeb Priffyrdd. Sicrhodd MW BR fod y loriau sy'n gadael y safle yn wag, ac o dan y cyfyngiad 7.5 tunnell.

4.9 Yn wir, roedd y ffordd wrth allanfa'r safle bellach wedi'i chau dros dro mewn argyfwng (nad oedd yn ymwneud â'r gwaith o adeiladu'r fferm wynt), felly ni fyddai cerbydau adeiladu'n defnyddio'r ffordd hon am y pedair wythnos nesaf, yn fras.

- 4.10 Byddai Innogy yn parhau i fonitro'r defnydd o'r allanfa hon. Bydd y traffig AIL yn gadael y safle drwy Heol Bolgoed.
- 4.11 Roedd EN wedi derbyn ymholiad gan y Cynghorydd Wendy Fitzgerald yn gofyn am wybodaeth am yr AIL yn cyrraedd. Awgrymwyd y gallai'r Cynghorydd Fitzgerald hysbysebu'r gwasanaeth negeseuon testun yn ei chylchlythyr i'w thrigolion.
- 4.12 Roedd preswylwyr wedi gofyn i WM a fyddai'r ynysoedd hollti, a oedd wedi cael eu tynnu er mwyn i'r tyrbinau gyrraedd, yn cael eu hadfer. Cadarnhaodd MW y byddai hyn yn cael ei wneud ar ôl i'r nwyddau olaf gyrraedd. Roedd y gwaith o dynnu'r ynysoedd hollti wedi achosi rhywfaint o dagfeydd traffig.
- 4.13 Roedd KG yn bryderus am fod Innogy yn oedi cyn cysylltu â phreswilydd lleol. Eglurodd MW fod hyn wedi bod oherwydd absenoldeb staff a gwyliu blynyddol yn ystod yr haf, ond y byddai rhywun yn cysylltu â'r preswilydd yn fuan iawn. Bydd KG yn adrodd yn ôl am hyn.
- 4.14 Roedd ymholiad wedi dod i law ynghylch y deunydd a oedd yn cael ei ddefnyddio ar do'r adeilad rheoli. Roedd y caniatâd cynllunio gwreiddiol wedi nodi teils llechi, ond roedd cais dilynol wedi cael ei gymeradwyo a oedd yn nodi deunyddiau eraill. Roedd paneli cyfansawdd yn cael eu defnyddio, oherwydd eu bod yn fwy diogel, yn well ar gyfer inswleiddio ac yn haws eu gosod.

5. Diweddariad gan Michael Williams

- 5.1 Mae'r holl draciau mynediad wedi'u gosod erbyn hyn, sydd wedi arwain at lawer iawn llai o gerrig yn cyrraedd.
- 5.2 Mae pedwar ar ddeg o seiliau wedi'u llenwi a bydd y ddau olaf yn cael eu llenwi ddydd Mawrth a dydd Iau yr wythnos nesaf. Mae pum pedestal arall i'w llenwi.
- 5.3 Newidyddion allanol - wyth ar y safle, wyth arall i gyrraedd.
- 5.4 Ffensio wedi'i gwblhau. Mae rhywfaint o waith cynnal a chadw arall yn cael ei wneud ar y manau croesi.
- 5.5 Mae gwaith adfer wedi dechrau, gyda'r uwchbridd a'r mawn yn cael eu hadfer.
- 5.6 Mae llawer iawn o waith wedi cael ei wneud yn yr adeilad rheoli, gan gynnwys gosod lloriau congrid, paentio, plinthiau allanol. Mae'r holl waith sifil, gan gynnwys y gwaith allanol fel llwybrau a ffensio, i fod i gael ei gwblhau yr wythnos nesaf. Ar ôl hynny, bydd y gwaith trydan yn cael sylw.
- 5.7 Cyrhaeddodd y newidydd 132 kv ar 29 Awst.
- 5.8 Mae switsys allanol yn cael eu gosod. Bydd Western Power Distribution (WPD) ar y safle ar 17 Medi am nifer o wythnosau.
- 5.9 Mae'r allanfa i'r Filtir Aur wedi cau oherwydd bod y ffordd wedi cau dros dro.
- 5.10 Aeth yr ymarfer ar 22 Awst yn rhwydd iawn, ac roedd pawb yn hapus, gan gynnwys Senvion, Plantspeed a Heddlu De Cymru. Roedd Heddlu De Cymru yn awgrymu eu bod yn iawn i hebrwng tri cherbyd yn y bore, gan gadw at y ddau gerbyd a gynlluniwyd yn wreiddiol yn y prynhawn.
- 5.11 Eglurodd MW fod y confois i fod i adael Porthladd Abertawe am 9.30am a rhwng 12 a 1.30pm. Roedd yr ymarfer wedi cadarnhau mai tua 45 munud oedd yr amser teithio o fynedfa'r safle (Heol Bolgoed), ac yna tua 25 munud arall i gompownd y safle. Amseroedd bras yw'r rhain, oherwydd mai'r heddlu sy'n penderfynu'n llwyr ar yr amseroedd gadael o'r porthladd a theithio ar hyd y llwybr. Er enghraifft, eglurodd MW nad oedd y confoi wedi gadael y porthladd tan 10am ar ddiwrnod yr ymarfer.
- 5.12 Caniateir i nwyddau gyrraedd rhwng 9.30am a 3pm (dyma sy'n cael ei hysbysebu ar yr arwyddion cyhoeddus). Ond, 1.30pm yw'r amser hwyraf sydd wedi'i gynllunio i'r confoi adael y porthladd, sy'n golygu, yn ôl pob tebyg, y bydd yr AILs yn cyrraedd mynedfa'r safle (Heol Bolgoed) am 2.15pm yn fras. Mae hyn yn osgoi'r amser casglu plant o'r ysgol gryn dipyn.
- 5.13 Er gwaethaf y ffaith fod tri cherbyd yn gallu bod yn rhan o'r confoi yn y bore (yn hytrach na'r ddau gerbyd a gynlluniwyd yn wreiddiol), mae'n debygol y bydd y cylch cyflenwi'n dal i fod yn digwydd dros y cyfnod cyfan o 16 wythnos. Nid oes storfa ar y safle, ac mae'r tyrbinau'n cael eu gosod ar ôl cyrraedd.
- 5.14 Cadarnhaodd MW fod yr arwyddion melyn yn hysbysebu y byddai'r tyrbinau'n cyrraedd wedi cael eu gosod ar 17 Awst.
- 5.15 Cafodd gwaith ei wneud ar gylchfan Penlle'r-gaer ar 14 Awst, a chafodd llinellau melyn dwbl eu paentio y tu allan i'r dafarn ym Mhontlliw (bydd y llinellau hyn yn cael eu dileu ar ôl i'r nwyddau i gyd gyrraedd).
- 5.16 Mae datganiad i'r wasg ar fin cael ei gyhoeddi i'r wasg ac i'r cyfryngau lleol. Cysylltwyd â gorsafoedd radio lleol.

5.17 Mae chwe thyrbîn wedi cyrraedd porthladd Abertawe, ac mae disgwyl i ragor o nwyddau gael eu dosbarthu yr wythnos nesaf. Erbyn diwedd mis Medi, bydd yr holl dyrbinâu a chydrannau wedi cyrraedd porthladd Abertawe.

5.18 Bydd Senvion yn dechrau paratoi ar 17 Medi, bydd craen ôl yn cyrraedd ar 14 Medi, a bydd y prif graen yn cyrraedd ar 18 Medi. Bydd y tyrbînâu'n dechrau cyrraedd naill ai ar 19 neu 20 Medi.

5.19 Fel y trafodwyd, mae Heddlu De Cymru yn helpu i gyfeirio'r gwaith o gludo cydrannau o borthladd Abertawe i'r safle.

6. Unrhyw Fater Arall

6.1 Dywedodd BR fod y gwaith adeiladu (a oedd yn waeth oherwydd y tywydd sych) wedi arwain at llwch ar y tir comin wrth ymyl y traciau, ac nad oedd anifeiliaid yn pori yno mwyach. Eglurodd MW na welwyd tywydd o'r fath o'r blaen, ac y bu tri thancer dŵr yn trochi'r traciau yn ystod y cyfnod sych iawn. Roedd y glaw a gafwyd yn ddiweddar wedi gwella pethau, a bydd gweddill y llwch sydd ar ôl yn golchi ymaith dros amser. Tywodfaen, sy'n ddeunydd naturiol, yw'r garreg a ddefnyddir ar y safle, felly ni ddylid pryderu am halogi.

6.2 Mae BR yn pryderu am dwf brwyn ar briddoedd bregus y tir comin, yn arbennig lle mae llwch wedi setlo. Mae brwyn wedi tyfu ar y tir comin ar ôl datblygiadau blaenorol (nad ydynt yn gysylltiedig â'r fferm wynt) ac mae pryderon y bydd hyn yn digwydd eto. Sicrhodd DO yr aelodau fod y caniatâd cynllunio a'r amodau wedi ystyried hyn, a hynny o ran cyfansoddiad y cerrig sy'n cael eu cludo i'r safle, a'r posibilrwydd y byddai brwyn yn tyfu. Awgrymodd DO y dylid gofyn i'r Clerc Gwaith Ecolegol ysgrifennu datganiad yn cyfeirio at y posibilrwydd o frwyn yn tyfu ac unrhyw effaith a fyddai'n deillio yn sgil y llwch. **(Gweithredu: MW i ofyn i'r Clerc Gwaith Ecolegol wneud hyn)**

6.3 Sicrhawyd aelodau hefyd fod nifer o arolygon ecolegol wedi cael eu cynnal, gan gynnwys arolygon ffotograffig.

6.4 Roedd pryderon wedi cael eu mynegi i BR ynghylch sut ymdriniwyd â'r mawn yn ystod y tywydd sych iawn. Mae'r Cynllun Rheoli Cynefin yn amlinellu sut dylid rheoli'r mawn. Eglurodd MW fod y Clerc Gwaith Ecolegol wedi bod yn monitro'r risg posib i'r mawn yn ystod y tywydd sych iawn, a bod y Clerc wedi rhoi cyngor i Innogy a'i gontractwyr am fesurau lliniaru, gan gynnwys dyfrhau'n rheolaidd. Roedd y mawn wedi'i orchuddio â phlastig i ddechrau, ond nid oedd hynny'n effeithiol. Felly, penderfynwyd y byddai'r holl fawn yn cael ei orchuddio â thywarch. Roedd hyn wedi bod yn llwyddiannus. Gofynnodd DO a fyddai modd i'r Clerc Gwaith Ecolegol gyflwyno nodyn briffio i aelodau'r Grŵp ar reoli mawn. **(Gweithredu: MW i ofyn am nodyn briffio gan y Clerc Gwaith Ecolegol ar gyfer y cyfarfod nesaf).**

6.5 Mae'r mawn bellach yn cael ei adfer yn y rhannau gwlypach o amgylch llawr caled y craen, gyda phridd llai pwysig yn cael ei gadw ar gyfer y llawr caled ei hun. Bydd yr holl fawn a fydd yn cael ei echdynnu yn cael ei ddefnyddio.

6.6 Mewn rhai achosion, mae porfa wedi'i thynnu a'i hadfer ar ymylon y trac a'r ffordd er mwyn lleihau'r effaith ar y pridd.

6.7 Bydd y gronfa mantais gymunedol yn dod yn weithredol pan fydd y fferm wynt ar waith yn llwyr. Y gobaith yw y bydd yr holl dyrbinâu'n cael eu gosod cyn pen diwedd y flwyddyn. Rhybuddiwyd aelodau fod y gwaith o osod y tyrbînâu'n dibynnu ar y tywydd, ac nad oedd modd gwneud y gwaith ar ddiwrnodau gwyntog iawn.

6.8 Ar ôl gosod y tyrbînâu, bydd cyfnod o gomisiynu a phrofi. Gwaith adfer, tynnu'r ffens (a fydd yn cael ei wneud fesul tamaid, yn dibynnu ar yr aildyfiant) a delio â mân broblemau yw'r unig waith sifil fydd ar ôl i'w wneud.

6.9 Atgoffwyd Innogy y byddai stoc yn cael ei symud oddi ar y tir comin ym mis Hydref ac yn cael ei ailgyflwyno ym mis Rhagfyr.

6.10 Mae crwb ar y ffordd ym Mhump-hewl tuag at Henglawdd. Roedd AT yn ymwybodol o hyn, ac mae'n cael ei ystyried yn ddiogel.

6.11 Mae arwyddion 30 mya ar hyd Mynydd y Gwair yr holl ffordd tuag at yr allanfa, ac i Benlle Castell. Gosododd Innogy yr arwyddion hyn ar y rhan hon o'r ffordd sy'n rhedeg wrth ochr y safle er mwyn ceisio arafu cerbydau, oherwydd roeddent yn credu y byddai stoc yn crwydro tuag at y ffordd o ganlyniad i'r gwaith adeiladu. Bydd yr arwyddion yn cael eu symud ar ôl y gwaith adeiladu.

6.12 Mynegodd WM bryderon am y diffyg gwybodaeth am y gronfa mantais gymunedol, ac atgoffa aelodau fod SCVS wedi awgrymu yn ystod y cyflwyniad i'r Grŵp yn gynharach yn ystod y flwyddyn, y byddai pwyllgor yn cael ei sefydlu ac y byddai rhagor o ymgynghori â'r cynghorau cymuned. Nid yw hyn wedi digwydd. Roedd PN wedi anfon e-bost at Amanda Carr o SCVS i wneud ymholiadau, ac roedd wedi cael gwybod bod y cylch gorchwyl yn cael ei baratoi yn yr hydref. Atgoffwyd yr aelodau y gallant gysylltu â SCVS ar 01792 655005.

6.13 Yn ôl pob tebyg, byddai'r fferm wynt yn weithredol ym mis Ebrill 2019, a dyna pryd bydd y gronfa ar gael. Cytunwyd y byddai Kathryn Harries o Innogy yn cael ei gwahodd i'r cyfarfod nesaf i ddiweddarau'r aeloda. (Gweithredu: MW i drafod â KH).

8. Y Cyfarfod Nesaf:

8.1 Dydd Mercher, 3 Hydref am 6pm, yn yr Hen Foelderdy, Penlle'r-gaer.
Daeth y cyfarfod i ben am 7.20pm.