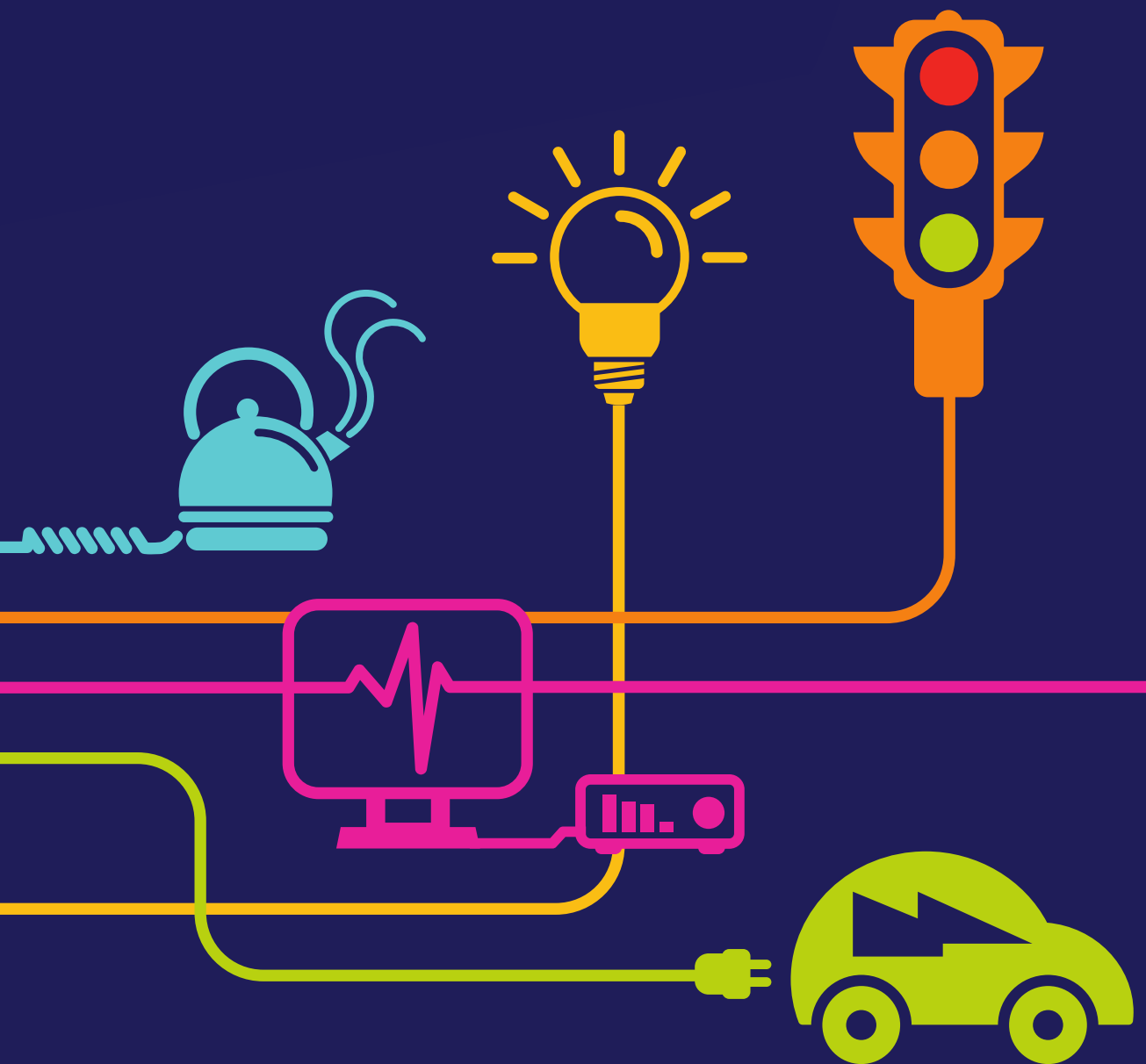


DOCUMENT 5.8.2.5

Views from Road Assessment Chapter 8 – Appendix 5

National Grid (North Wales Connection Project)

*Regulation 5(2)(a) including (l) and (m) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009*





North Wales Connection Project

Volume 5

Document 5.8.2.5 Appendix 8.5 Views from Road Assessment

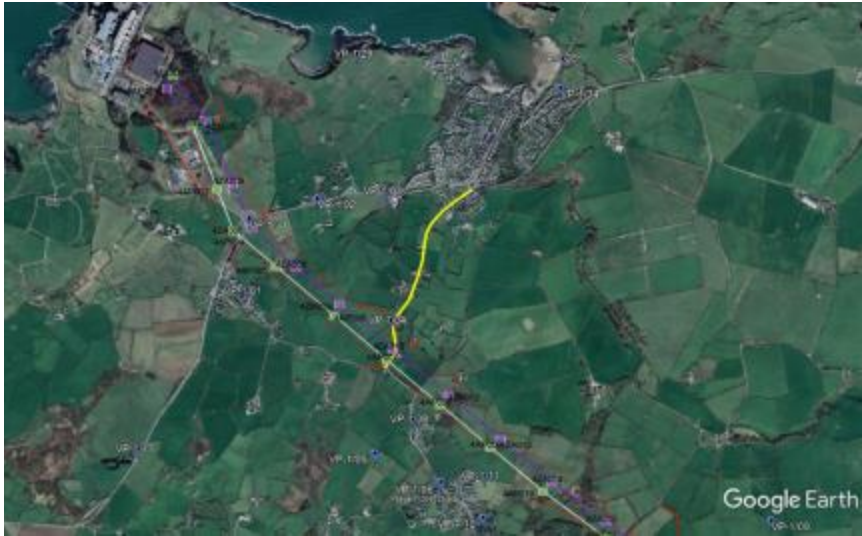
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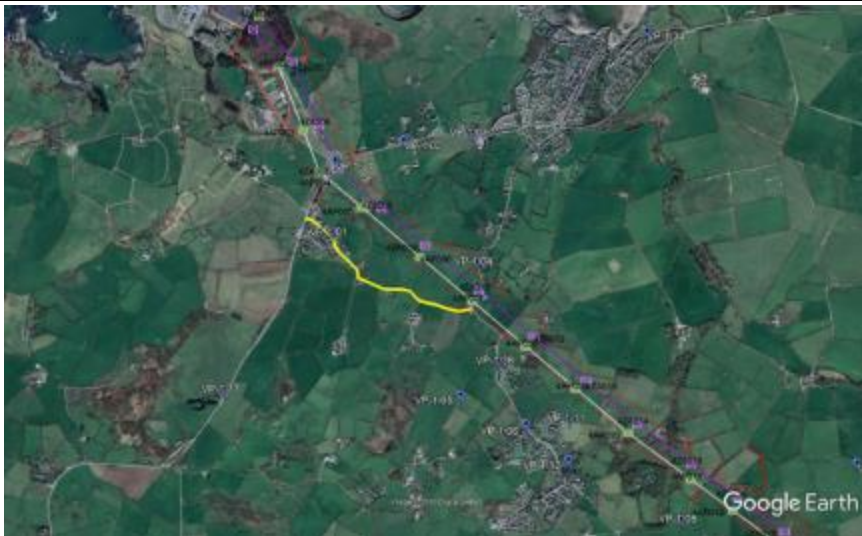
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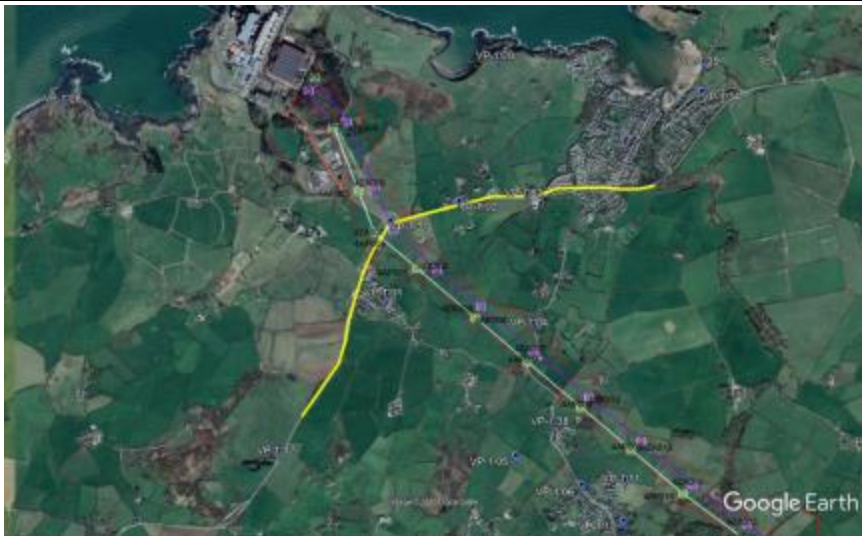
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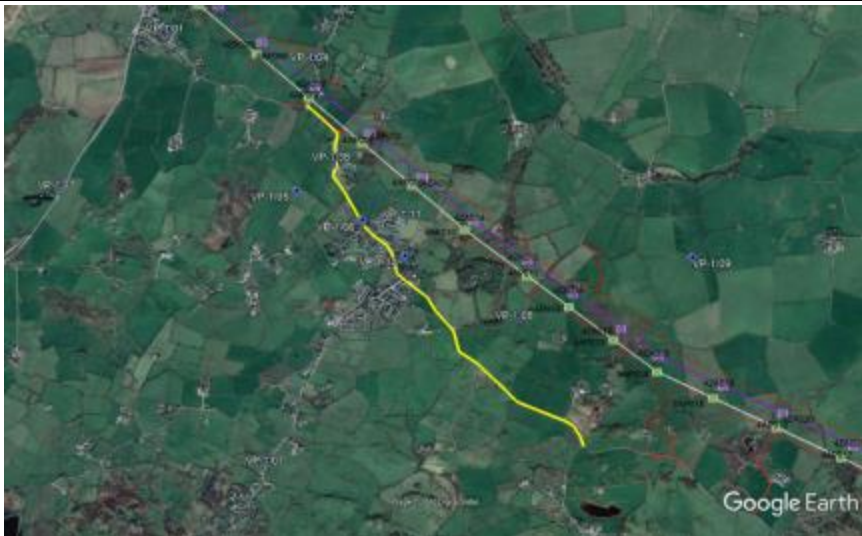
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September 2018	Rev A	Final	Final for submission

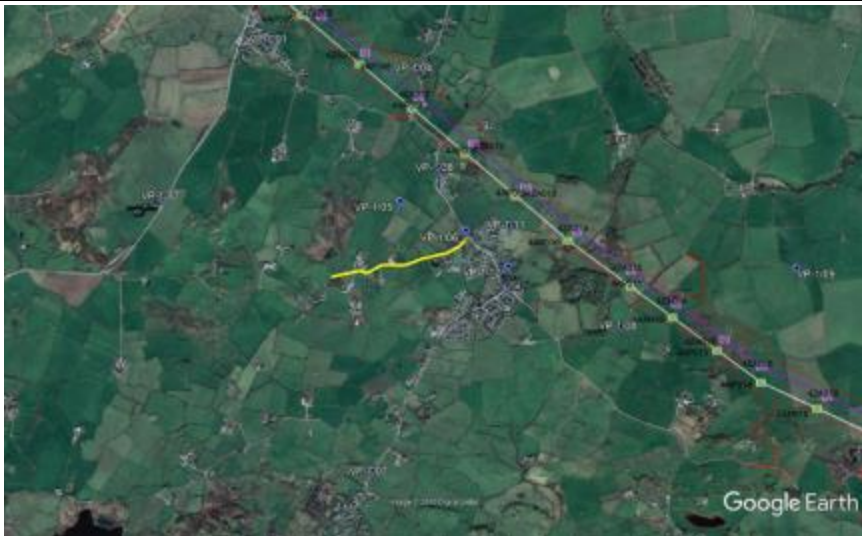
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Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION A						
ROADA01	Ffordd Y Felin VP-1/04	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>A road connecting Cemaes with the road to Tregelle (ROADA02) and Llanfechell (ROADA04). From the north the road leaves the A5025 and heads south-west, rising in elevation until just east of the existing 400 kV overhead line (OHL) (VP-1/04) where it drops and passes underneath the OHL. Views from the northern sections of the road consist of residential properties and numerous wood pole lines, the upper sections of the existing 400 kV OHL glimpsed above hedgerows and landform. Views to the east are screened by vegetation along the roadside. Near Cemaes Mill (R1/00298) the upper sections of the 400 kV OHL appear in views directly ahead, with glimpsed longer distance views towards the Irish Sea to the west. As receptors pass Bryn Siriol (R1/00292), views open up towards Wylfa Nuclear Power Station, the existing 400 kV OHL prominent in views and a low voltage lattice pylon line is visible beyond.</p>	Construction: This road is a LGV/tractor trailer construction route (Link 23) and has two bellmouth locations, A6 and A7. For the majority of this road, there would be very limited effects from construction due to the screening by landform, vegetation and built form. However, at the southern end of the road, receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths A6 and A7 would require the removal of roadside boundaries to both sides. Scaffolding would also be present either side of the southern section of this road for a short period of time. The visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. At the southern end if the road is in much closer proximity with glimpsed elevated views along the scheme and direct effects at the bellmouth locations and therefore there would be a slight change therefore a localised medium-low magnitude of visual change for transient receptors on this road.	Minor adverse
		Susceptibility Medium			Operation Year 1: The proposed 400 kV OHL would oversail the southern end of the road, parallel to the east of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. There would be close, mid and long range views of the proposed OHL heading into the distance towards Wylfa Substation. As the proposed OHL would be seen with the existing and only for a short section of the road it is anticipated that there would be a slight change and it is therefore anticipated that there would be a medium-low magnitude of visual change but limited to the southern section of the road.	Minor adverse
		Sensitivity Medium			Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

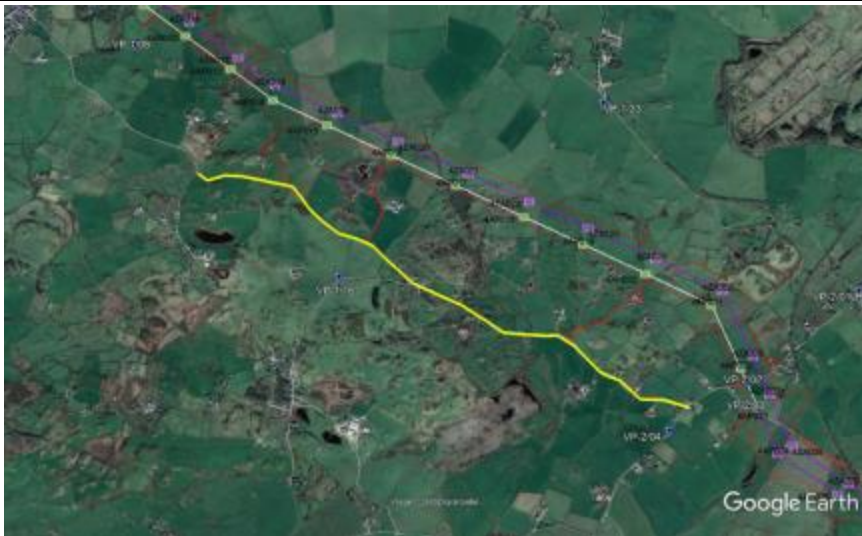
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA02		<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	150 m to Proposed OHL Within the Order Limits	 <p>A road which passes through Tregele which is part of National Cycle Route 556. Along the northern section of the road there are residential properties on either side of the road which contain views. There are views towards the existing 400 kV OHL in the mid-ground which runs parallel alongside the road although in the residential areas views are glimpsed. From the southern section of the road views are more open across pastures and the existing 400 kV OHL is prominent in view to the north. There are also views towards Wylfa Nuclear Power Station to the north-west. A lower voltage lattice OHL is visible to the south. There is some filtering vegetation, however this does not screen views towards the existing 400 kV OHL.</p>	Construction: This road is not a construction route and has no new bellmouth locations. There would be close and mid-range views of construction activity associated with the proposed 400 kV OHL. At the furthest south-west point of the road, where it meets ROADA01 (Ffordd y Felin), scaffolding would also be present either side of this road for a short period of time. As effects are localised it is therefore anticipated that there would be low magnitude of visual change for transient receptors on this road.	Minor adverse
	Cromlech Terrace VP-1/01	<i>Users of the NCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would be visible in close and mid-range views, beyond the existing OHL. As the effects would be limited to the southern section of the road and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.	Minor adverse
					Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

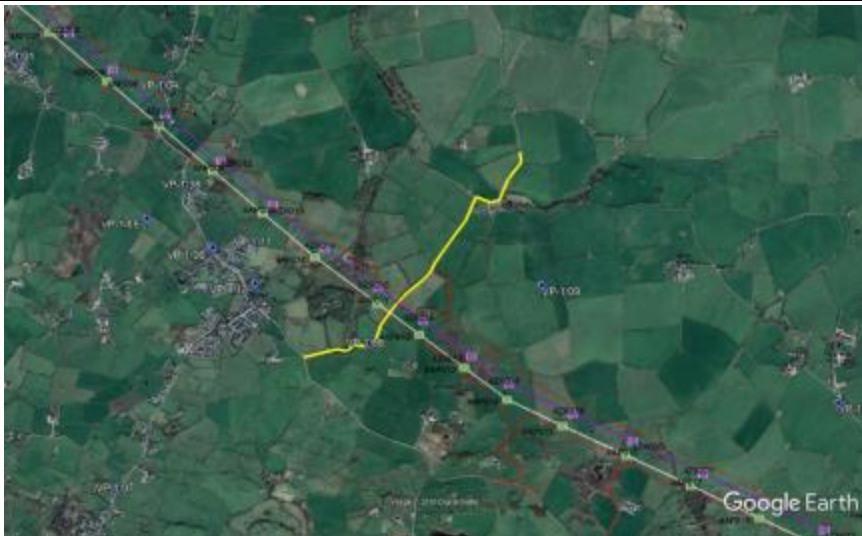
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA03	A5025 between Cemaes and Treglele	VP-1/02 VP-1/03 VP-1/31	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>The A5025 travels past Cemaes, past the entrance road to Wylfa Nuclear Power Station and to the north of Treglele. This road is one of the routes tourists use to circumnavigate Anglesey accessing destinations on the north coast. The road undulates and views are generally scenic across pastures and in the more elevated locations glimpsed views towards the coast, but include a number of detractors. These include Wylfa Nuclear Power Station, Wylfa Substation, low voltage lattice and wood pole OHLs, wind turbines and the existing 400 kV OHL which oversails the road to the north of Treglele. To the south-west end of the road, the existing 400 kV OHL is visible crossing the road in the mid-ground. As the existing 400 kV OHL crosses over the road, it is very prominent in views to the north-west. To the south-east pylons can be seen stacked in views.</p>	<p>Construction: This road is a HGV construction route (Link 1) and has one bellmouth location, A5 (with an additional bellmouth, A5a, just off a layby adjacent to the road). There would be close, mid and long range views of construction activity associated with the overhead line and mid-range views of the construction activity associated with the modification to Wylfa Substation, where vegetation removal may be perceptible. Bellmouth A5 would require would require the removal of a section of roadside opening up views of construction. Scaffolding would also be present either side of the road for a short period of time. The visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. Around Treglele the road is in much closer proximity with glimpsed elevated views along the scheme and direct effects at the bellmouth location and therefore there would be a slight change therefore a localised medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the east of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and some filtering by properties and vegetation effects would be seen on a long section of the road, but glimpsed. There would be close, mid and long range views of the proposed 400 kV OHL to the north and south but seen in the context of the existing OHL. It is therefore anticipated that there would be a medium-low magnitude of visual effect.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

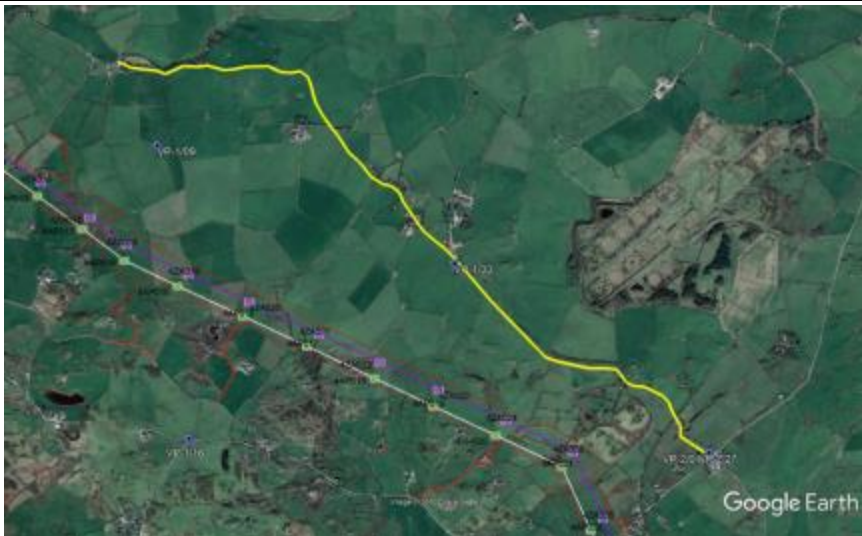
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA04	Road between Ffordd Y Felin and past Llanfechell, including Brynddu Road) VP-1/06 VP-1/38	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	130 m to Proposed OHL Within the Order Limits at the northern end	 <p>This undulating road runs from ROAD A01 and A02 south through Llanfechell (Brynddu Road) and towards ROAD A07 and A10 and is part of NCR 566. To the north, the road is adjacent to the existing 400 kV OHL running parallel and in the adjacent field to the road but at a lower elevation, where it is prominent in views. As the road moves away to the south, the existing 400 kV OHL becomes less prominent but is still noticeable above the hedgerows bounding the road. As the road passes through Llanfechell, views are more contained by built form and vegetation, the existing 400 kV OHL is still visible but only glimpsed, very filtered and barely noticeable. On the south section of the road views are more open as the road begins to rise towards Mynydd Mechell and there are mid and long range views towards the existing 400 kV OHL which is prominent in views. There is a large amount of tree cover in views particularly around Brynddu and the small watercourses which screens the bottom sections of the pylons.</p>	Construction: This road is a LGV/tractor trailer construction route (Link 25). There would mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be glimpsed over hedgerows and ground level activities screened by vegetation, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
		<i>Users of the NCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: There would be close, mid and long distance views towards the proposed 400 kV OHL, where it would be visible beyond the existing 400 kV OHL. As many of the views from this road are filtered and the proposed 400 kV OHL would be seen in context with the existing, it is anticipated that there would be a slight change and a medium-low magnitude of visual change for transient receptors on this road.	Minor adverse
					Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

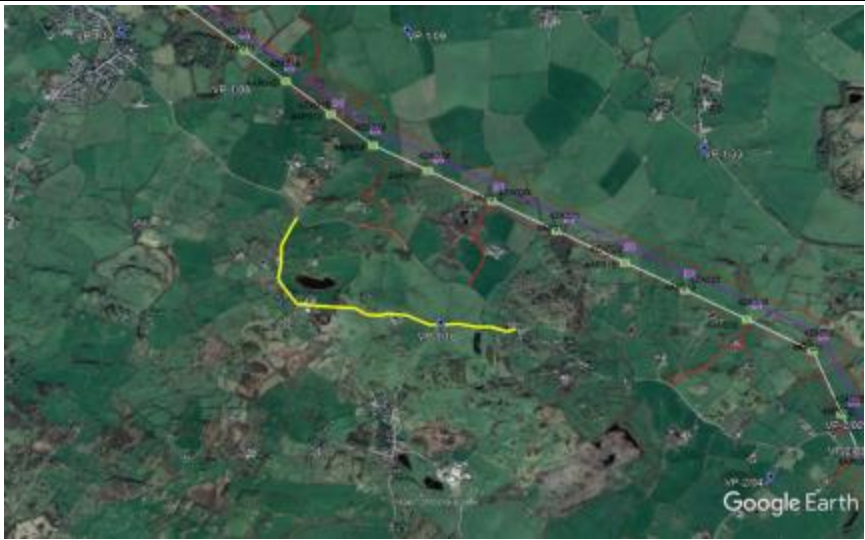
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA05 Road between Llanfechell and Waen Farm Caravan Park	Value of Views Medium	420 m to Proposed OHL	 <p>This road leaves ROAD A04 to the north of the centre of Llanfechell and runs in a westerly direction. Views from the eastern end of the road are filtered by properties and vegetation, the existing 400 kV OHL visible in glimpsed views. Further west the views are more open, however vegetation and landform still filter and screen views in places foreshortening views. The existing 400 kV OHL is still visible but views are glimpsed. A lower voltage lattice OHL oversails the road to the west, which is more prominent in view than the existing 400 kV OHL.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid to long range views of the construction activity associated with the proposed 400 kV OHL in views to the north and west however these views would be very glimpsed and filtered, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. Due to the amount of filtering and the temporary and transient nature of the works, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
	Susceptibility Medium	310 m to Order Limits		Operation Year 1: The proposed 400 kV OHL would be visible in mid to long range views, beyond the existing OHL. As the effects would be limited and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Sensitivity Medium			Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors	Minor adverse


Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA06	Mountain Road, Llanfechell		Value of Views Low	480 m to Proposed OHL	 <p>This road leaves ROAD A04 within Llanfechell and runs in a westerly direction through a residential area where properties contain views. Views begin to open up to the west of Llanfechell, where a lower voltage lattice OHL is more prominent in view than the existing 400 kV overhead line. At the east end of the road, views out are screened completely by built form within the settlement.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very contained by built form views of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual for transient receptors on this road.	Negligible
			Susceptibility Medium	380 m to Order Limits		Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views beyond the existing 400 kV OHL. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
			Sensitivity Medium			Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

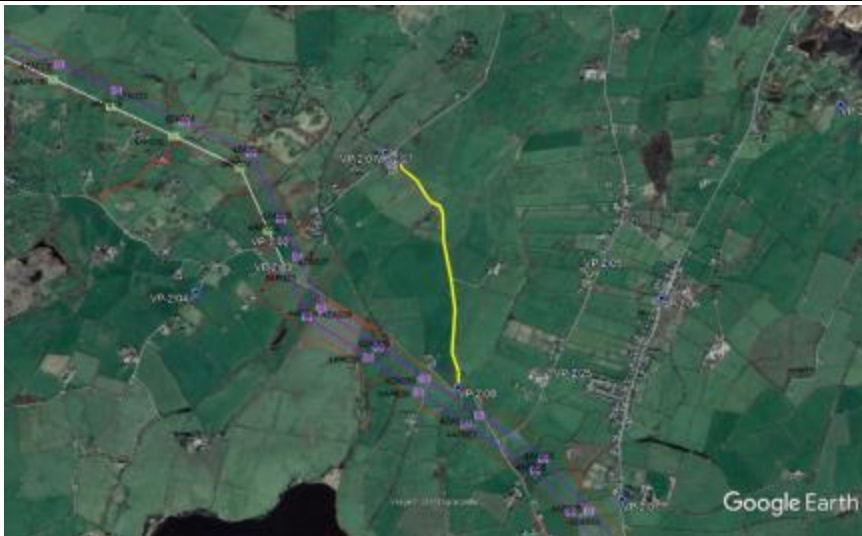
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA07 Brynddu Road between Llanfechell and Bryn Clyni	Value of Views Medium	430 m to Proposed OHL Within the Order Limits	 <p>This road is a continuation of ROAD A04 (Brynddu Road) which is an undulating road which passes through Mynedd Mechell Special Landscape Area (SLA). It broadly runs parallel to the existing 400 kV OHL until the junction with ROAD B01. There are mid and long-range views towards the existing 400 kV OHL along the length of the road, however views are screened and filtered in places due to landform and rocky outcrops, vegetation cover and scattered buildings. Towards the west end of the road the views towards the existing 400 kV OHL are more open and elevated with views towards Wylfa Nuclear Power Station on the horizon to the north-west.</p>	Construction: This road is a LGV/tractor trailer construction route (Link 25) and has one bellmouth location, A10. There would mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be glimpsed over landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. The bellmouth (A10) would require the removal of a roadside boundary. From more elevated areas of the road with more open views there would be long range views which may include ground level activities. The visual effects of additional traffic on this road would be minimal, but due to its rural location it may be a perceptible change in character during construction. It is therefore anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Susceptibility Medium			Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views with occasional long range views beyond the existing 400 kV OHL. As the effects would be limited and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Sensitivity Medium			Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

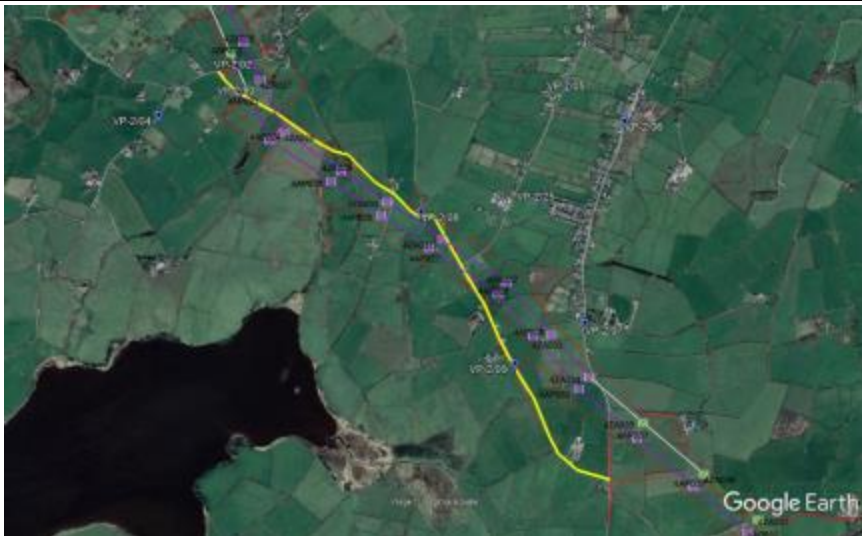
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA08	Road between Neuadd and Llanfechell	VP-1/08	Receptors in Vehicles	Oversailed by the proposed OHL and within the Order Limits	 <p>This road leaves ROAD A04 (Brynddu Road) to the south of Llanfechell and heads east towards ROAD A09. This road is part of National Cycle Route 566. The existing 400 kV OHL oversails the road near entrances to properties at Carrog Isa (R1/01167) and Dymchwa (R1/01193). Views from the road are quite filtered by woodland blocks and individual mature trees as it drops in elevation and passes under the 400 kV OHL before rising to the east. Landform contains longer distance views for the western sections of the road, opening out more in the elevated areas to the east. Towards the eastern end of the road there are mid and long-range views to the south of the existing 400 kV OHL, however views to the west are screened by landform.</p>	<p>Construction: This road is partially a LGV/tractor trailer construction route (Link 36) and has two bellmouth locations, A8 and A9. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths A8 and A9 would require the removal of roadside boundaries to both sides. Scaffolding would also be present either side of this section of the road for a short period of time. The visual effect of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Users of the NCR			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the east of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and filtering by vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.</p>	Minor adverse
			Value of Views Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse
			Susceptibility Medium				
			Sensitivity Medium				
			Value of Views Medium				
			Susceptibility High				
			Sensitivity High				

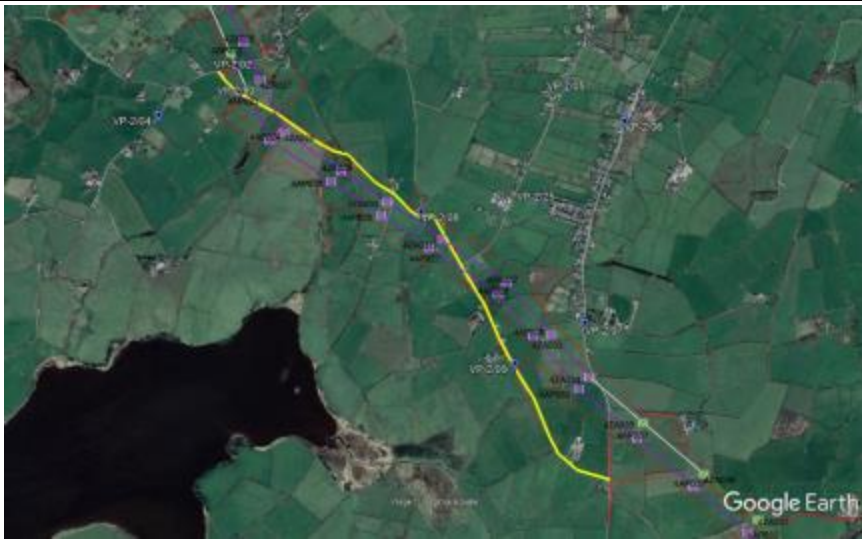
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADA09	Road running through Bodewryd	VP-1/33	Value of Views Medium	390 m to Proposed OHL	 <p>Views to the north and east of the road are filtered and screened by vegetation, farm buildings and rising landform in the adjacent fields. There are occasional views to the south and west where Wylfa Nuclear Power Station is visible in the very long distance. Majority of views are limited by landform and roadside boundaries, the existing 400 kV OHL visible in the mid-ground where upper sections are noticeable.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid and long range views towards construction activity associated with the 400 kV OHL. Views would be glimpsed over landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change.</p>	Minor adverse
			Susceptibility Medium	330 m to Order Limits		<p>Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views with occasional long range views closer than the existing 400 kV OHL. As the effects would be limited and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

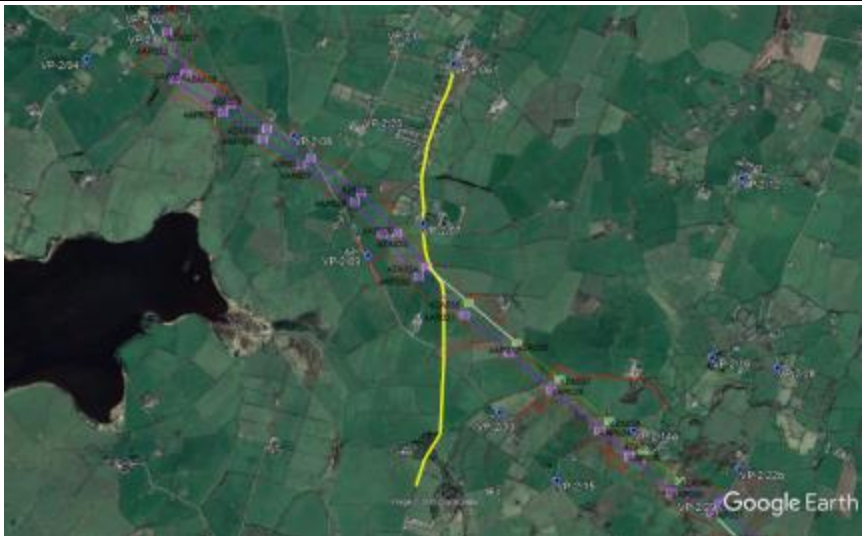
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROAD A10	Route over Mynedd Mechell as alternative to ROAD 07	VP-1/16	Value of Views Medium	620 m to Proposed OHL	 <p>This road is an alternative to ROAD A07 and passes through Mynedd Mechell SLA. To the south views are filtered and screened by undulating landform and rocky outcrops. Existing low voltage lattice and wood pole OHLs are present. To the west and north views are more open and elevated over the wider landscape with Wylfa Nuclear Power Station visible on the horizon. The Irish Sea and coastline can be seen with a number of wind turbines and the existing 400 kV OHL in mid and long distance views.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be glimpsed over landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. From more elevated areas of the road with more open views there would be long range views which may include ground level activities but these would be at distance. It is anticipated that there would be a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium	195 m to Order Limits		<p>Operation Year 1: The proposed 400 kV OHL would be visible in mid and long-range views beyond the existing 400 kV OHL. As the effects would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

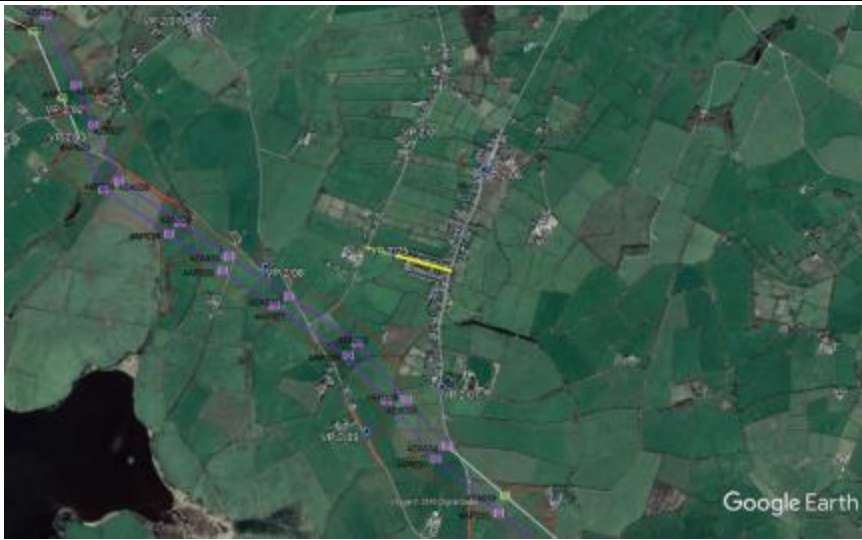
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION B						
ROADB01	Four Crosses and Rhosgoch VP-2/01 VP-2/02 VP-2/04	<i>Receptors in Vehicles</i>	Oversailed by the proposed OHL and within the Order Limits	 Road that passes through Rhosgoch and Four Crosses along a low ridgeline. This road is part of Local Cycle Route (LCR) Nico. Clusters of residential properties are located along the road but is mainly bounded by low stone walls and hedgerows. Views are generally open with long distance views towards Llŷn Alaw with Snowdonia forming a distant horizon. A disused railway track runs underneath the road at Rhosgoch in a slightly lower area with associated vegetation which filters views. The existing 400 kV OHL oversails the road to the west of Rhosgoch and there are long distance views north and south along the OHL. To the north-east there are distant views towards Wylfa Nuclear Power Station.	Construction: This road is partially a LGV/tractor trailer construction route (Link 27) and HGV construction route (Link 3) and has two bellmouth locations, B1 and B2. There would be long distance views of construction towards Snowdonia, Llŷn Alaw and Wylfa Nuclear Power Station. Where the OHL oversails the road receptors would have close to long range views towards construction activity associated with the overhead line including, dismantling of the existing OHL, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Access tracks would be visible over a wide area due to the landform which falls away from the road allowing open views. Bellmouths B1 and B2 would require the removal of roadside boundaries to both sides including walls and hedgerows. Scaffolding would also be present either side of this section of the road for a short period of time. It is anticipated there would be a noticeable change due to the extent of construction which may be visible in long distance views and therefore a medium magnitude of visual change for transient receptors on this road.	Moderate adverse
		Value of Views Medium				
		Susceptibility Medium				
		<i>Users of the LCR</i>			Operation Year 1: The proposed 400 kV OHLs would be seen in close to long range views, a section of the existing OHL being replaced by two new sections of OHLs centred on the existing alignment in views to the south. The extent of pylons in views to the south would slightly increase but would be concentrated in the same area of the view as the existing pylons. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure. Therefore it is anticipated that there would be a medium-low magnitude of visual change.	Minor adverse
		Value of Views Medium			Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse
		Susceptibility High				
		Sensitivity High				


Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB02	Four Crosses to ROAD B03 west of Rhosybol	VP-2/08 VP-2/27	Value of Views Medium	50 m to Proposed OHL 5 m to Order Limits	 <p>This road connects Four Crosses to ROAD B03, west of Rhosybol. Views are generally open with some filtering from the hedgerows to the roadsides. Long distance views towards Llŷn Alaw with Snowdonia forming a distant horizon as the road drops in elevation from Four Crosses, the landform of Mynydd Bodafon to the east. The existing 400 kV OHL is visible to the south across much of the view. Wood pole lines are visible in the foreground. At the southern end of the road there are closer range views towards the existing 400 kV OHL. Views north are limited by rising landform.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be at distance with ground level activities screened by vegetation and landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. At the southern end of the road, construction activities would be in closer proximity with scaffolding visible over ROAD B03 for a short period of time. As the existing 400 kV OHL is being dismantled there would be works during construction of the proposed 400 kV OHL. It is anticipated there would be a noticeable change due to the extent of construction which may be visible in long distance views and therefore a medium magnitude of visual change for transient receptors on this road.</p>	Moderate adverse
			Susceptibility Medium			<p>Operation Year 1: There would be close, mid and long distance views, a section of the existing OHL being replaced by two new sections of OHLs centred on the existing alignment in views to the south. The extent of pylons in views would remain the same. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure. Therefore it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

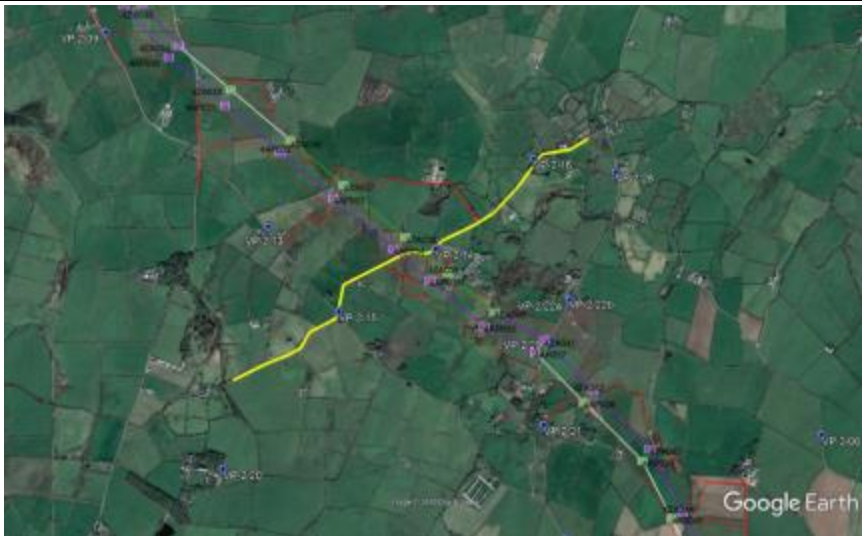
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB03 Rhosgoch to Rhobybol	VP-2/03 VP-2/08 VP-2/09	Receptors in Vehicles	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road leaves ROAD B01 to the west of Rhosgoch and travels south-east toward Rhosybol and the B5111. This road is part of LCR Nico. Due to the undulating nature of the road views north-west and south-east along the road are screened by landform in places, but generally views are open across the wider landscape to the south and west with Snowdonia visible on the distant horizon. The road passes under a disused railway bridge to the south of Rhosgoch and views here are filtered by taller vegetation on the roadside, however, this is only for a very short stretch of the road. The existing 400 kV OHL oversails the road in two locations and is a prominent feature in views along the length of the road.</p>	<p>Construction: This road is a HGV construction route (Link 3) and has three bellmouth locations; B4, B5 and B7. There would be close to long range views of construction along the length of this road which runs parallel to the Proposed Development. Receptors would have views of construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Access tracks would be visible over a wide area due to the drop in elevation along the road. Bellmouths B4, B5 and B7 would require the removal of roadside boundaries including hedgerows. Scaffolding would also be present either side of this section of the road in two locations for a short period of time. As the existing 400 kV OHL is being dismantled there would be works during construction of the proposed 400 kV OHL. It is anticipated there would be a noticeable change due to the extent of construction which would be visible and therefore a medium magnitude of visual change for transient receptors on this road.</p>	Moderate adverse
			Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHLs would be seen in close to long range views, a section of the existing OHL being replaced by two new sections of OHLs centred on the existing alignment in views. The extent of pylons in views would slightly increase but would be concentrated in the same area of the view as the existing pylons. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure. Therefore it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

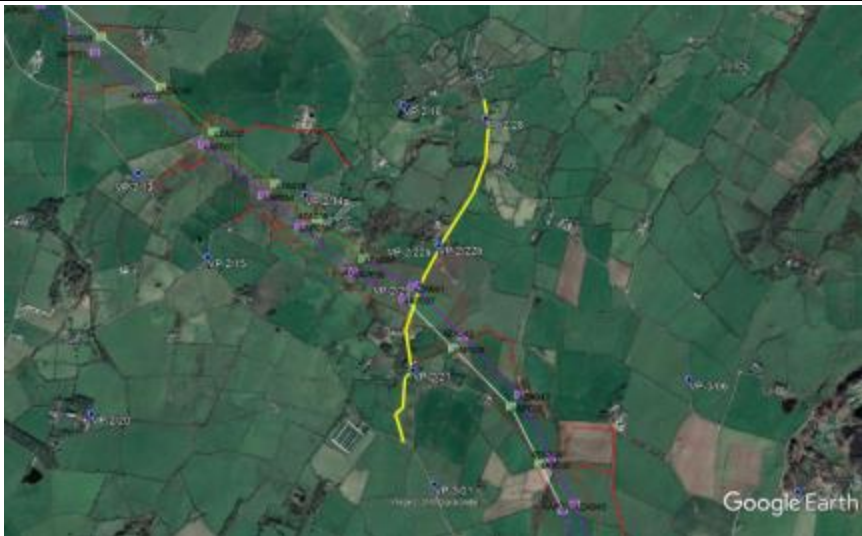
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB04 Road running parallel to B5111 to west of Rhosybol	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road runs parallel to the B5111 to the west of Rhosybol dropping in elevation to the south-west where it meets ROAD B03. Views from the road are very filtered by hedgerows and residential properties. The existing 400 kV OHL is visible to the south-west above hedgerows and becomes more prominent to the south end of the road where it is in close proximity.</p>	Construction: This road is not a construction route. There would be mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be glimpsed over hedgerows and ground level activities screened by vegetation, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Susceptibility Medium			Operation Year 1: There would be mid and long distance views towards the proposed 400 kV OHLs, the existing OHL being replaced by two new OHLs centred on the existing alignment in views. As many of the views from this road are filtered and the proposed 400 kV OHL would be seen where the existing OHL is located, it is anticipated that there would be a slight change and a medium-low magnitude of visual change for transient receptors on this road.	Minor adverse
	Sensitivity Medium			Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors	Minor adverse

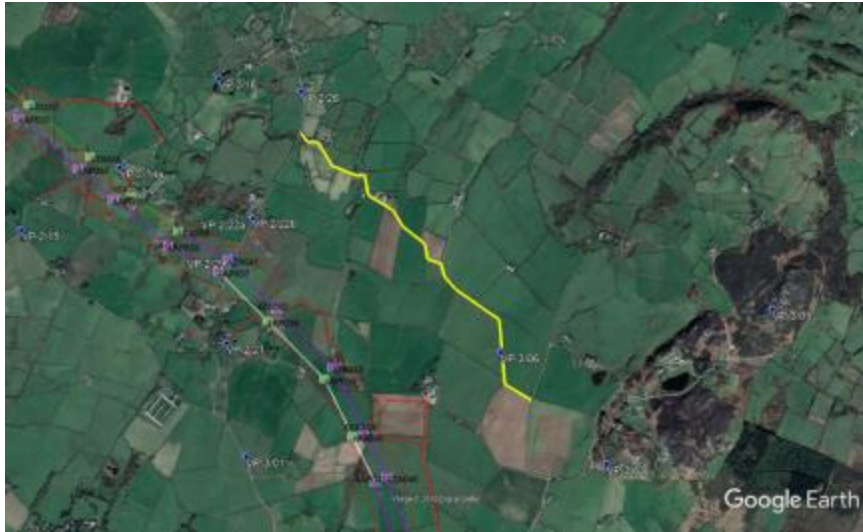
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB05	B5111 between Rhosybol and Cae Mawr	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>The B5111 passes through Rhosybol connecting Llanerchymedd in the south and Amlwch to the north over Parys Mountain. The southern section of this road is part of LCR Nico. Views from the road are varied with more open views from the northern sections and more filtered by built form and vegetation to the south as it passes through Rhosybol, dropping in elevation. The existing 400 kV OHL oversails the road to the south of Rhosybol but is passed quickly with only brief views in close proximity to the OHL. To the south, tall hedgerows and woodland blocks begin to filter views.</p>	<p>Construction: This road is partially a LGV and HGV construction route (Link 4.1) to the south of Rhosybol and has two bellmouth locations, B8 and B9. For the majority of this road, there would be very limited effects from construction due to the screening by built form, landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths B8 and B9 would require the removal of roadside boundaries. Scaffolding would also be present either side of this section of the road for a short period of time at bellmouth B8. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. The visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
	VP-2/06 VP-2/07	<i>Users of the LCR</i> Value of Views Medium Susceptibility High Sensitivity High			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the west of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and filtering by built form and vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.</p>	Minor adverse
					<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

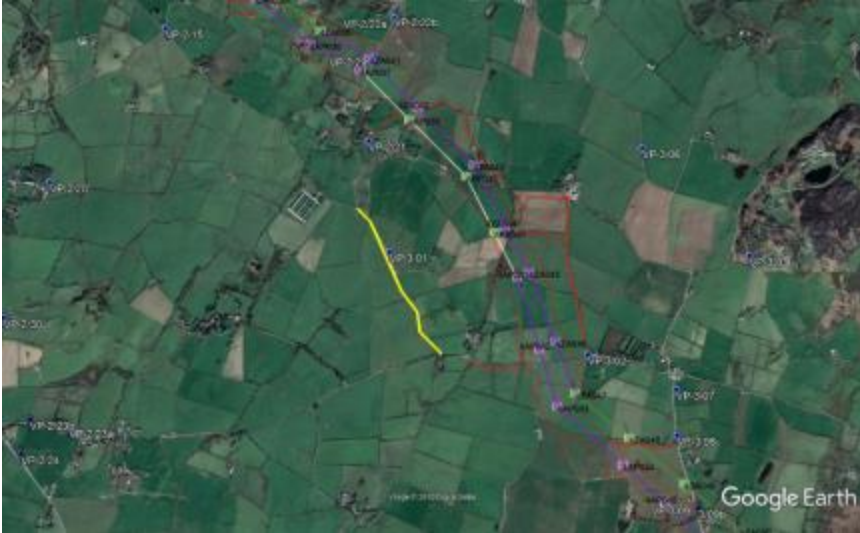
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB06	Tai Lon Newydd in Rhosybol	VP-2/25	Value of Views Medium	450 m to Proposed OHL	 <p>A short section of road which connects ROAD B04 and B05. The eastern end of the road is lined both sides by residential properties which screen views. To the western end views are more open, however are heavily filtered by hedgerows which contain views. There are glimpsed views to the south as landform falls away toward Llŷn Alaw and the existing 400 kV OHL is visible in the mid-ground, upper sections seen against the sky.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very contained by hedgerows and built form, views of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual for transient receptors on this road.</p>	Negligible
			Susceptibility Medium	290 m to Order Limits		<p>Operation Year 1: There would be mid distance views towards the proposed 400 kV OHLs, a section of the existing OHL being replaced by two new sections of OHLs centred on the existing alignment in views. As many of the views from this road are filtered and the proposed 400 kV OHL would be seen where the existing OHL is located, it is anticipated that there would be a slight change and a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

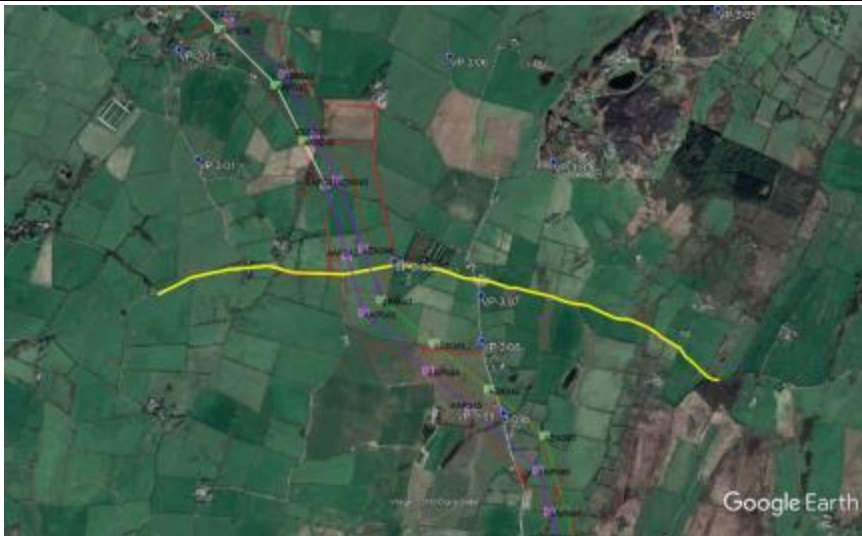
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB07	Road leaving B5111 towards Llandyfrydog	VP-2/13 VP-2/15	Value of Views Medium	270 m to Proposed OHL 0 m to Order Limits	 <p>Road through undulating landscape between Rhosybol and Llandyfrydog. Roadside vegetation and occasional properties filter views from the road. The existing 400 kV OHL runs parallel to the north-east of the road. There are mid-range views along the length of the road but glimpsed. There are longer distance views towards Mynydd Bodafon and Snowdonia on the far horizon. Where the OHL is visible towards Mynydd Bodafon pylons are backclothed.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are filtered by vegetation and occasional woodland blocks, views of the proposed 400 kV OHL are limited, more open along the northern sections of the road. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to glimpsed views and would be transient and temporary. It is therefore anticipated there would be a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views with occasional long range views closer than the existing 400 kV OHL. As the effects would be more noticeable at the northern end where views are more open but would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

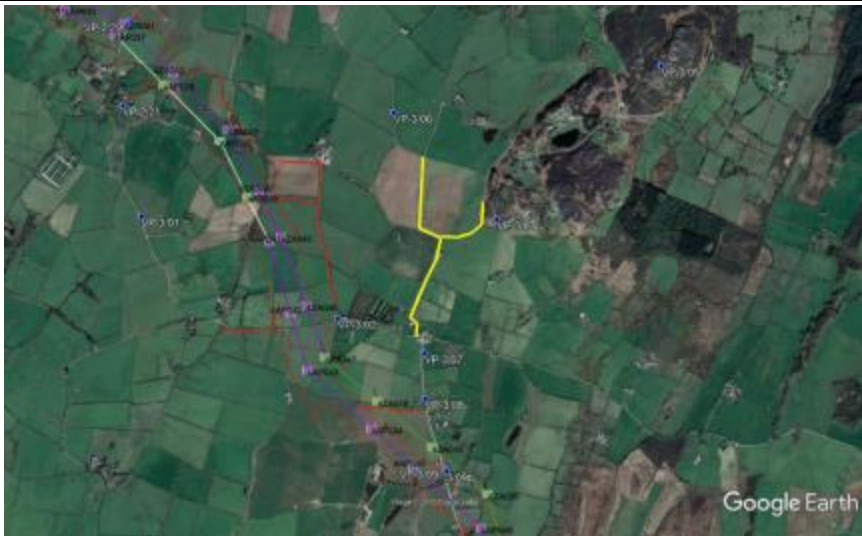
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB08	Road between Capel Parc and the B5111	VP-2/14a VP-2/15 VP-2/16	Receptors in Vehicles	Oversailed by the proposed OHL and within the Order Limits	 <p>This road connects Capel Parc with the B5111 to the south-west. This road is part of National Cycle Route 566. The road passed through an undulating landscape, the road rising and falling giving a variety of views which are mainly filtered by roadside vegetation. The existing 400 kV OHL oversails the road near to Bryn Goleu Caravan Park in an elevated location where there are close, mid and long range views of the existing 400 kV OHL stacking into the distance to both the north and south, however, from the road this is a glimpsed view over hedgerow. There are glimpsed views towards Parys Mountain to the north and Mynydd Bodafon and Snowdonia to the south.</p>	<p>Construction: This road is partially a LGV/tractor trailer construction route (Link 28) and has two bellmouth locations, B10 and B11. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths B10 and B11 would require the removal of roadside boundaries to both sides. Scaffolding would also be present either side of this section of the road for a short period of time. Visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Users of the NCR			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the west of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and filtering by vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.</p>	Minor adverse
			Value of Views Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse
			Susceptibility Medium				
			Sensitivity Medium				
			Value of Views Medium				
			Susceptibility High				
			Sensitivity High				

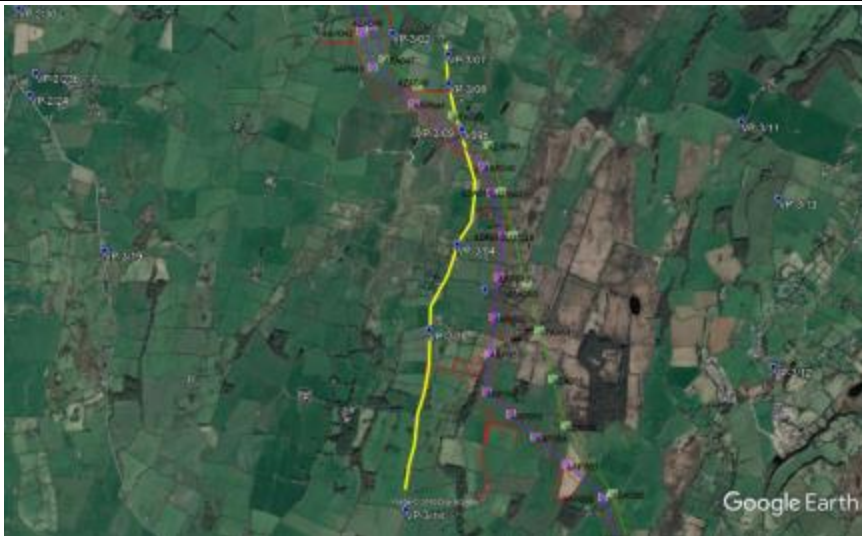
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADB09 Lon Leidr north of Llandyfrydog VP-2/22 VP-2/28 VP-2/29	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road connects Capel Parc with Llandyfrydog. This road is part of LCR Hebog. This undulating road is bounded by hedgerows which filters views. As it passes through Llandyfrydog, there are a number of mature trees which screen views containing them to the road itself. Along the northern section of the road are views towards Mynydd Bodafon to the east with wind turbines and the existing 400 kV OHL oversailing to the north of Llandyfrydog.</p>	Construction: This road has two bellmouth locations, B12 and B13, which form a cross over but the road itself is not a construction route. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths B12 and B13 would require the removal of roadside boundaries to both sides. Scaffolding would also be present either side of this section of the road for a short period of time. The majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road.	Minor adverse
	<i>Users of the LCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the east of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and filtering by vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.	Minor adverse
				Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

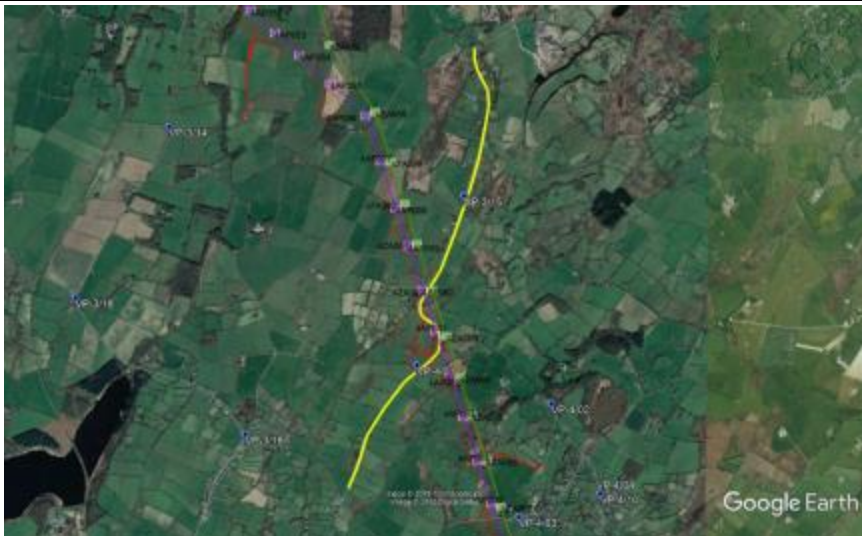
Ref No.	Road Name/ Location	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect	
SECTION C							
ROADC01 Road from Capel Parc to Mynydd Bodafon VP-3/06	Receptors in Vehicles		700 m to Proposed OHL	 This road connects Capel Parc with the area around Mynydd Bodafon and Maenaddwyn. This road is part of LCR Hebog. This winding road and is bounded by low hedgerows and scrub with mid to long range views of the existing 400 kV OHL which runs parallel to the road. The existing 400 kV OHL is not prominent in views but is noticeable, seen against a background and only partially skylined. To the northern end of the road there is more screening by vegetation which makes views very filtered.	Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid and long range views towards construction activity associated with the 400 kV OHL. Views would be glimpsed over vegetation and landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change.	Minor adverse	
	Value of Views Medium						
	Susceptibility Medium						
		Sensitivity Medium					
	Users of the LCR		425 m to Order Limits			Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views closer than the existing 400 kV OHL. As the effects would be limited and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Value of Views Medium						
Susceptibility High							
	Sensitivity High						
				Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.		Minor adverse	

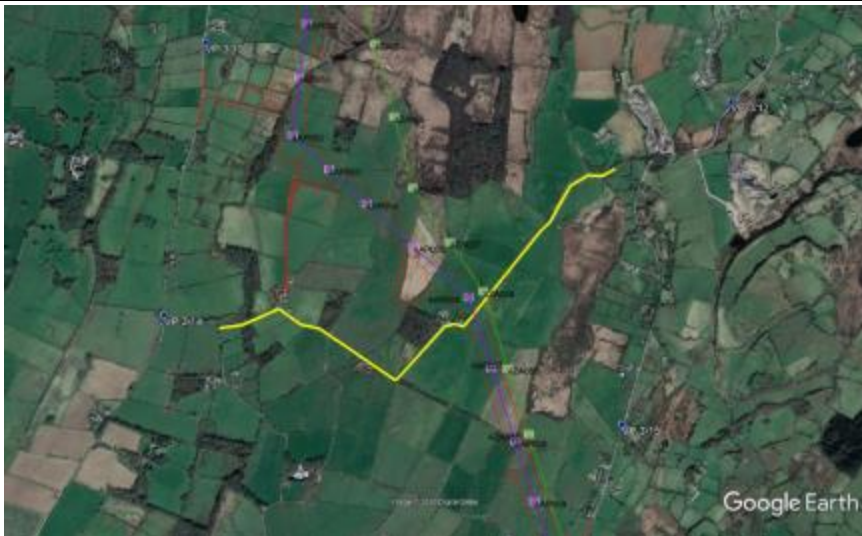
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC02	Lon Leidr south of Llandyfrydog	VP-3/01	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility High Sensitivity High	550 m to Proposed OHL 155 m to Order Limits	 <p>This road is the southern section of Lon Leidr to the south of Llandyfrydog. This road is part of LCR Hebog. A large proportion of the road is bounded by high hedgerows which screen views. To the east, rising landform further screens views. The main views from the road are to the north-west when travelling towards Llandyfrydog where the road goes over an elevated area and then has open views to the north towards the existing 400 kV OHL and Parys Mountain. A number of wind turbines are visible in the distance.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. Views towards construction would be screened to the east by landform and in distant views to the north. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to glimpsed views and would be transient and temporary. It is therefore anticipated there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
			<i>Users of the LCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would be visible in mid to long range views beyond the existing 400 kV OHL. As the effects would be filtered from many sections of the road and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
						Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

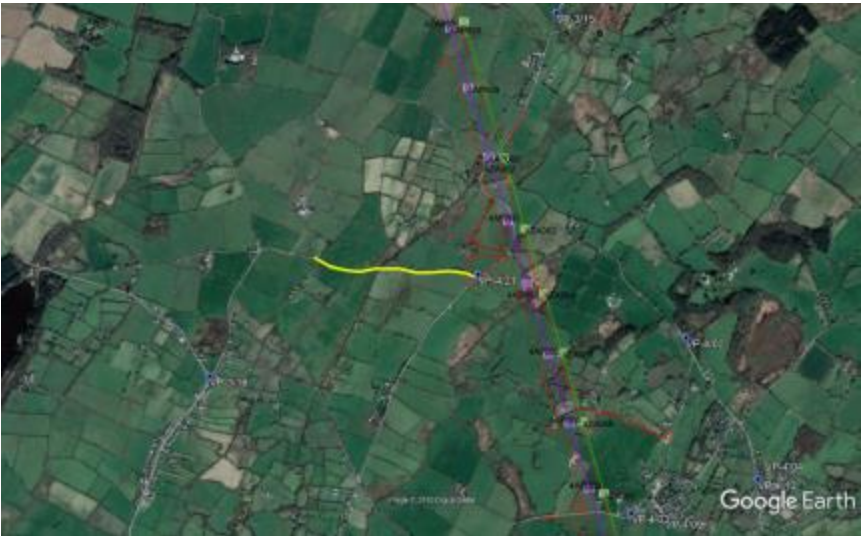
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC03	Road between Bachau and Brynteg	VP-3/02	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road links Bachau to Maenaddwyn continuing east to Brynteg. This road is part of NCR 5 and LCR Hebog. The undulating topography of this road gives a variety of views; areas of higher ground having longer distance views and lower areas more filtered by hedgerows. Where there are views they are across a rolling agricultural landscape with and scattered woodlands blocks. The existing 400 kV OHL oversails the road west of Hebron. At this location it is very prominent in views, but this is glimpsed as receptors pass beneath. Existing wood pole lines and wind turbines also feature in views. To the east, walls and hedgerows filter views from the road and the existing 400 kV OHL is less prominent.</p>	Construction: This road is partially a LGV/tractor trailer construction route (Link 29) and has two bellmouth locations, C1 and C2. There would be long distance views of construction towards Mynydd Bodafon and Snowdonia. Where the OHL oversails the receptors would have close to long range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Access tracks would be visible over a wide area due to the landform which falls away from the road allowing open views. Bellmouths C1 and C2 would require the removal of roadside boundaries to both sides including walls and hedgerows. Scaffolding would also be present either side of this section of the road for a short period of time. The visual effects of additional traffic on this road would be minimal. It is anticipated there would be a noticeable change due to the extent of construction which may be visible in long distance views and therefore a medium magnitude of visual change for transient receptors on this road.	Moderate adverse
			<i>Users of the NCR/LCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and some filtering by properties and vegetation effects would be glimpsed. There would be close, mid and long range views of the proposed 400 kV OHL to the north and south but seen in the context of the existing OHL. It is therefore anticipated that there would be a medium-low magnitude of visual effect for transient receptors on this road.	Minor adverse
						Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

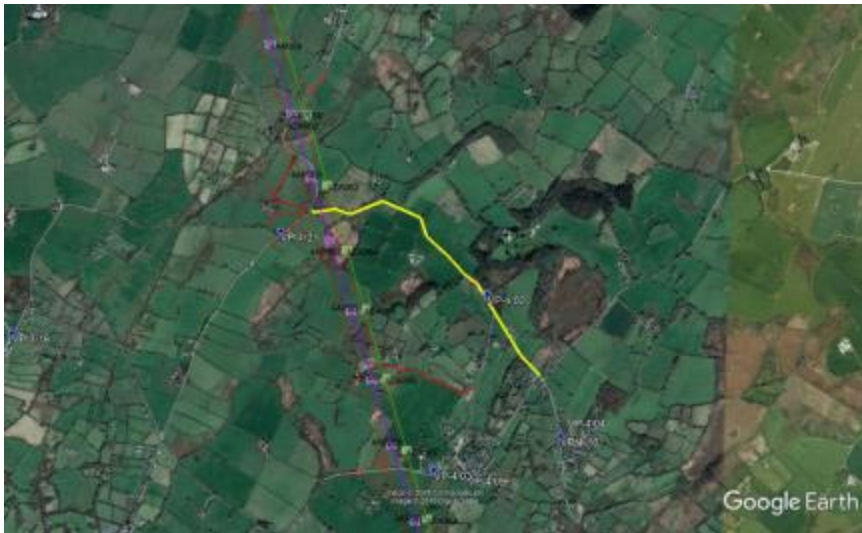
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC04 Mynydd Bodafon	Receptors in Vehicles	Value of Views Medium Susceptibility Medium Sensitivity Medium	550 m to Proposed OHL	400 m to Order Limits	 <p>Roads which ROAD C01 within Maenaddwyn and Mynydd Bodafon. These roads are part of LCR Hebog. These winding roads have mid to long distance views to the north and west over low hedgerow boundaries across pastures, arable farmland, woodland and the existing 400 kV OHL which can be seen against a backcloth, uppers sections of pylons partially skylining. The existing 400 kV OHL is noticeable but not prominent in views.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid and long range views towards construction activity associated with the 400 kV OHL. Views would be glimpsed over vegetation, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change.</p>	Minor adverse
						<p>Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views closer than the existing 400 kV OHL. As the effects would be limited and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
						<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

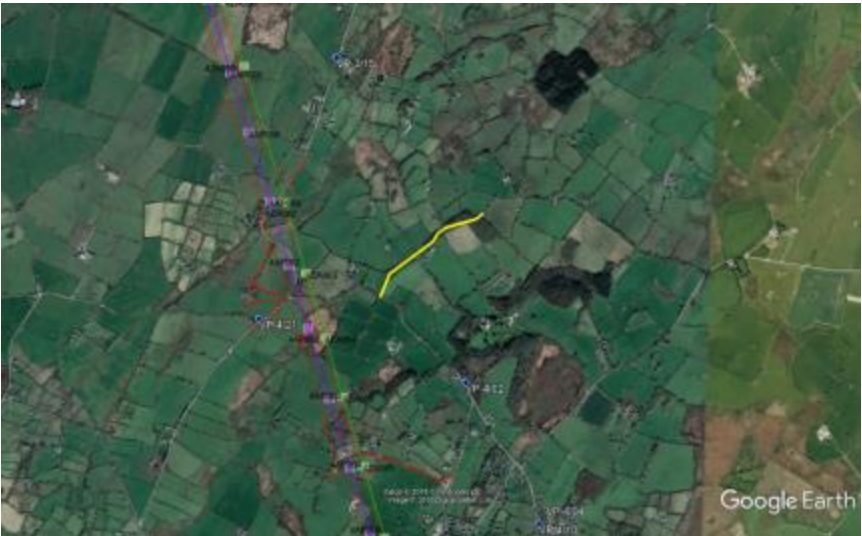
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC05	Road from Maenaddwyn to Tregaian through Capel Coch	VP-3/04 VP-3/07 VP-3/08 VP-3/09 VP-3/10 VP-3/14	Receptors in Vehicles	Oversailed by the proposed OHL and within the Order Limits	 <p>This road connects Maenaddwyn with Tregaian and travels through Capel Coch. This road is part of NCR 5 and LCR Hebog. Views are varied as the road travels south from slightly higher ground through Capel Coch where views become more filtered by vegetation and built form. The existing 400 kV OHL oversails the road north of Capel Coch. Properties screen views to both sides of the road through Capel Coch with glimpses towards Cors Erddreiniog and Snowdonia in the far distance. Between Capel Coch and Tregaian, the road is bounded by hedgerows and mature trees which filter views towards the existing 400 kV OHL to the east, the OHL becoming less conspicuous in views.</p>	<p>Construction: This road is a LGV/tractor trailer construction route (Link 31) and has three bellmouth locations; C3, C4 and C5. There would be close to long range views of construction along the length of this road which runs parallel to the Proposed Development but mainly limited to the northern section of the road as other views are filtered by vegetation and built form. Receptors would have views of construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths C3, C4 and C5 would require the removal of roadside boundaries including hedgerows. Scaffolding would also be present either side of this section of the road in two locations for a short period of time. It is anticipated there would be a noticeable change due to the proximity of construction but limited to the northern end of this road and therefore a medium-low magnitude of visual change for transient receptors overall.</p>	Minor adverse
			Value of Views Medium			<p>Operation Year 1: The proposed 400 kV OHL would be seen in close to long range views. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure but this effect would be limited to the northern end of the road. Therefore it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse
			Sensitivity Medium				
			Users of the NCR/LCR				
			Value of Views Medium				
			Susceptibility High				
			Sensitivity High				

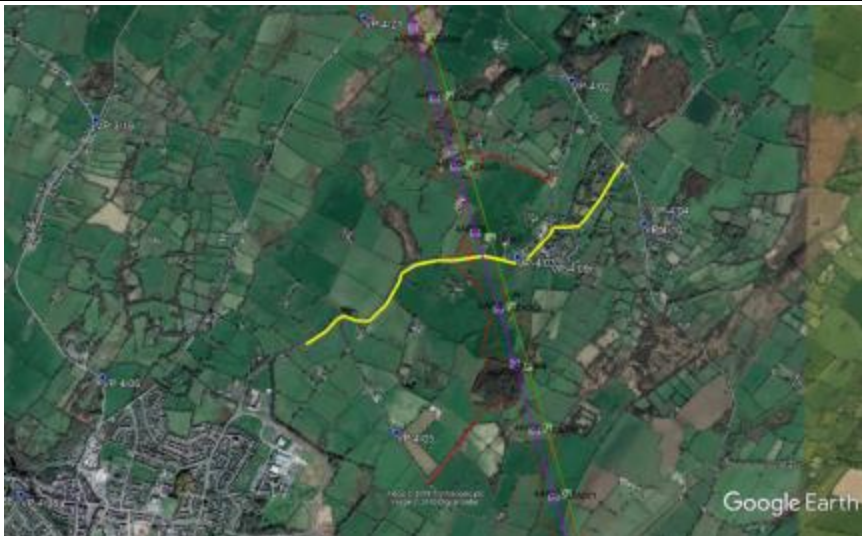
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC06 B5110 between Ty'n-y-lon and Merddyn- hafod VP-3/15	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This is part of the B5110 which connects Brynteg and Llangefni. A very small section of this road is part of NCR 5. The northern section of the road has tall hedgerows which filter views and glimpses of longer distance views over rolling fields and patches of woodland towards Snowdonia to the south and the existing 400 kV OHL in mid and long-range views to the west. Views are more contained around the 'S' bend with pockets of woodland and mature trees filtering views before becoming more open to the south.</p>	Construction: This road is a LGV/tractor trailer route (Link 24) and HGV construction route (Link 5) and has two bellmouth locations, C9 and C10. Where the OHL oversails the receptors would have close to long range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths C9 and C10 would require the removal of roadside boundaries to both sides including walls and hedgerows. A small area of woodland also requires removal to the east of the road which would open up views near the 'S' bend. A significant amount of scaffolding would also be present either side of this section of the road albeit for a relatively short period of time. It is anticipated there would be a noticeable change due to the proximity of construction and therefore a medium magnitude of visual change for transient receptors on this road.	Moderate adverse
	<i>Users of the NCR (only a very small section of this road)</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would be seen in close to mid-range views to the west of the existing OHL. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure. Therefore it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.	Minor adverse
				Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

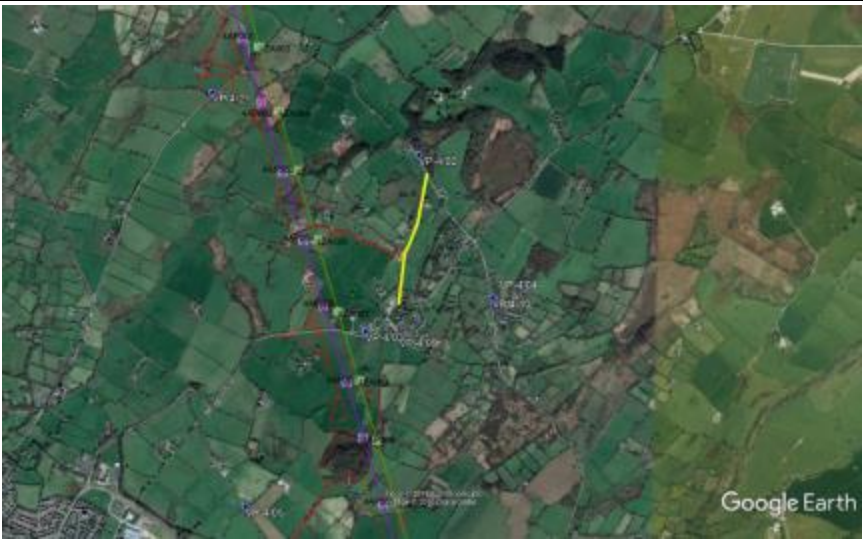
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC07 Road leaving B5110 towards Tregaian	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility High Sensitivity High	Oversailed by the proposed OHL and within the Order Limits	 <p>This road links Tregaian with the B5110 near Brynteg and runs around to the south of Cors Erddreiniog. This road is part of LCR Hebog. Western sections of the road are lined by trees creating an avenue with very filtered views out towards the existing 400 kV OHL. Woodland blocks screen views as the road winds through the low lying landscape. To the east, views open up towards pasture with dense hedgerows, blocks of woodland on the horizon line and occasional residential properties. The OHL oversails the road to the east of Maen Eyr with views towards Snowdonia and the existing 400 kV OHL heading into the distance, although there is still vegetation along the road which helps to filter views in places. At the western end of the road the views are again screened by tall hedgerows.</p>	Construction: This road is partially a LGV/tractor trailer construction route (Link 33) and has two bellmouth locations, C6 and C7. There would be close to long range views of construction. Receptors would have views of construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths C6 and C7 would require the removal of roadside boundaries including hedgerows. Scaffolding would also be present either side of this section of the road in two locations for a short period of time. It is anticipated there would be a slight change due to the proximity of construction and therefore a medium-low magnitude of visual change for transient receptors.	Minor adverse
	<i>Users of the NCR/LCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would be seen to the west of the existing OHL. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. It would slightly intensify the visual effects of the existing infrastructure but this effect would be limited due to the amount of screening and filtering vegetation along this road. Therefore it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
				Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

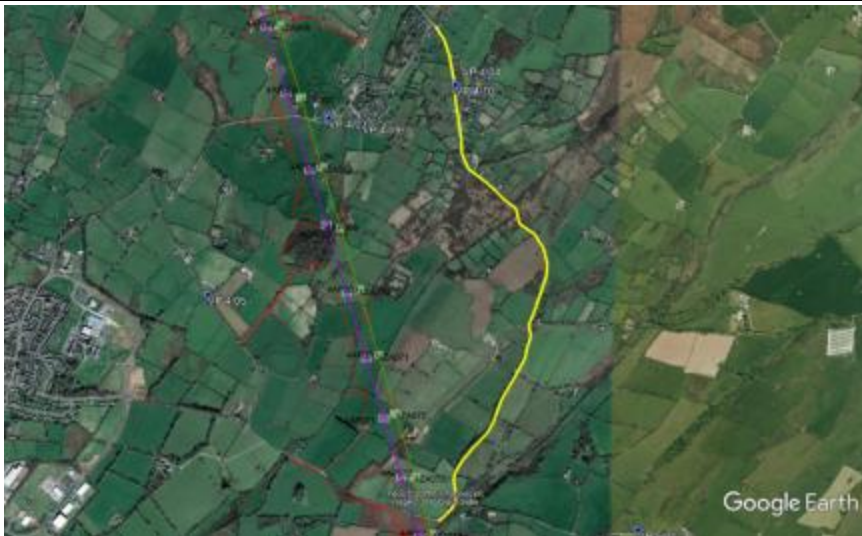
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADC08	Road between Rhosmeirch and the B5110	VP-4/21	<i>Receptors in Vehicles</i>	250 m to Proposed OHL	 <p>This road connects the B5110 at Neuadd Wen Farm with Rhosmeirch to the east. This road is part of NCR 5. The undulating topography of this road gives a variety of views; areas of higher ground having longer distance views and lower areas more filtered by hedgerows. At the eastern end of the road there are mid and long range views to the north of the existing 400 kV OHL although tall vegetation filters views in places. The western end of the road is slightly elevated and has views to the east and south-east of the existing 400 kV OHL with the edge of Talwrn visible to the south and Snowdonia on the distant horizon.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. Views towards construction would be filtered by vegetation. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to glimpsed views and would be transient and temporary. It is therefore anticipated there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
			<i>Users of the NCR</i>			Operation Year 1: The proposed 400 kV OHL would be visible in mid to long range views closer than the existing 400 kV OHL. As the effects would be filtered from many sections of the road and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
			<i>Sensitivity Medium</i>			Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

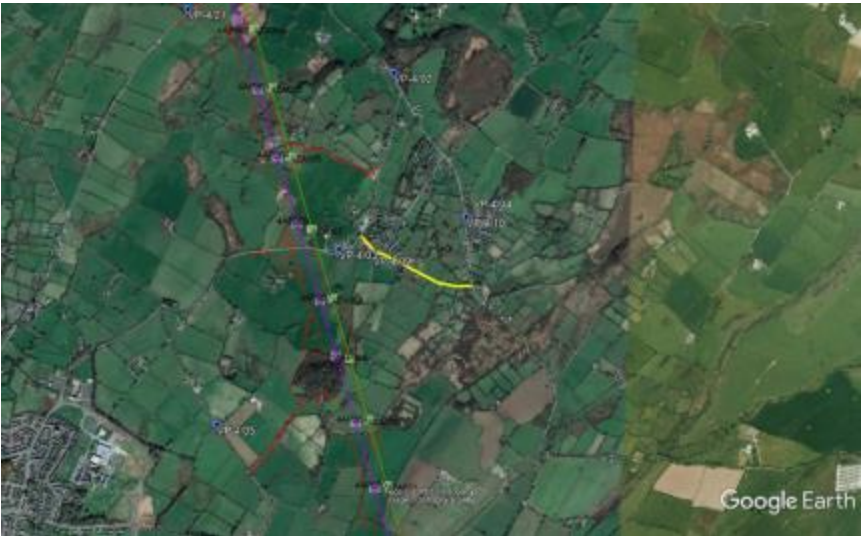
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION D						
ROADD01 Road between B5110 and Talwrn VP-4/02	<i>Receptors in Vehicles</i>	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road connects the B5110 with Talwrn. This road is part of NCR 5. Views from this road are very filtered by hedgerows and mature trees, with landform also screening views towards the existing 400 kV OHL to the south. Within Talwrn, properties screen views. At the western end, the existing 400 kV OHL oversails the road, giving very close range views of the pylons but still filtered by vegetation.</p>	<p>Construction: A short section at the western end of this road is a HGV construction route (Link 5). There would be close range views of construction at this end of the road where receptors would have views of construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Vegetation loss would also be apparent. Scaffolding would also be present either side of this section of the road for a short period of time. These effects would be very localised. It is anticipated there would be a slight change due to the proximity of construction but limited to the very western end of this road and therefore a low magnitude of visual change for transient receptors overall.</p>	Minor adverse
	<i>Users of the NCR</i>	Value of Views Medium			<p>Operation Year 1: For the majority of the road there would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views beyond the existing 400 kV OHL. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road. There would be a localised area at the western end where the road meets the B5110 where the proposed 400 kV OHL would oversail the road where effects would be increased, but this is for a very short section of road.</p>	
	<i>Sensitivity</i>	High			<p>Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Negligible

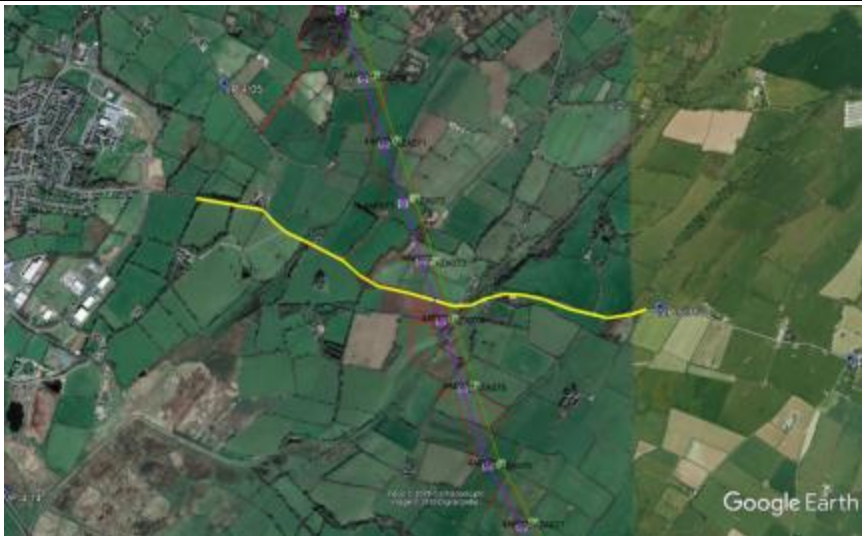
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD02	Road between ROADD01 and Llanbedrgoch		Value of Views Medium	415 m to Proposed OHL	 Short section of road on the road that leaves Road 32 and heads towards Llanbedrgoch. The road is set within a linear swathe of woodland with high hedgerows and trees lining the road. The dense vegetation means the views out are limited to occasional gaps in the hedgerows. Through these gaps there are glimpsed mid and long-range views of short sections of the existing 400 kV OHL.	Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very contained by vegetation, views of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual for transient receptors on this road.	Negligible
			Susceptibility Medium	350 m to Order Limits		Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views beyond the existing 400 kV OHL. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
			Sensitivity Medium			Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

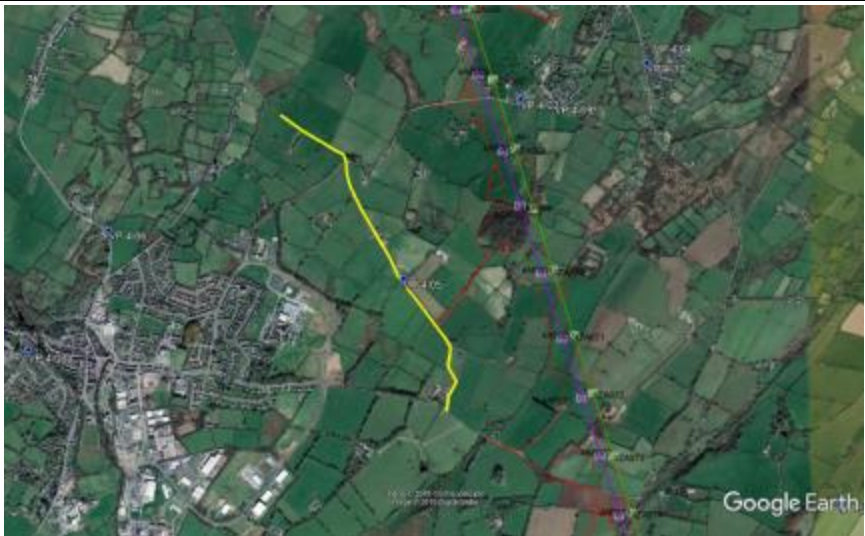
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD03 B5109 through Talwrn (turning into Talwrn Road) to Llangefni VP-4/03	Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits			 <p>This road connects Talwrn and Llangefni. The eastern end of the road is within Talwrn and views are filtered by vegetation and built form. The existing 400 kV OHL oversails to the road to the east of Talwrn and the views are well screened by vegetation and residential properties with occasional glimpsed views of a singular pylon along the road. Views open up briefly as the road passes the OHL allowing long range views along the OHL towards Snowdonia in the distance. Landform to the north foreshortens views. Along the eastern sections of road, views are filtered by hedgerows and mature trees which bound the road either side, with glimpses of the existing 400 kV OHL in the mid-ground.</p>	<p>Construction: This road is partially a LGV/tractor trailer construction route (Link 22) and has two bellmouth locations, D1 and D2. For the majority of this road, there would be very limited effects from construction due to the screening by built form, landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths D1 and D2 would require the removal of roadside boundaries. Scaffolding would also be present either side of this section of the road for a short period of time at B8. The presence of the existing OHL means that the proposed 400 kV OHLs would not be an uncharacteristic feature. Visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road. There is no difference in effects from Options A & B.</p>	Minor adverse
						<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the west of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the undulating nature of the road and filtering by built form and vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road. There is no difference in effects from Options A & B.</p>	Minor adverse
						<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse


Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD04 Road connecting B5109 with '32' via Talwrn Ysgold Grynredd	Value of Views Medium	400 m to Proposed OHL	 Road within Talwrn which connects ROAD D01 and D03. Views from this road are filtered and screened by landform, vegetation and built form including a school, the existing 400 kV OHL glimpsed in views south with Snowdonia on the horizon.	Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very contained views of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual for transient receptors on this road.	Negligible
	Susceptibility Medium	0 m to Order Limits		Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views beyond the existing 400 kV OHL. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
	Sensitivity Medium			Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

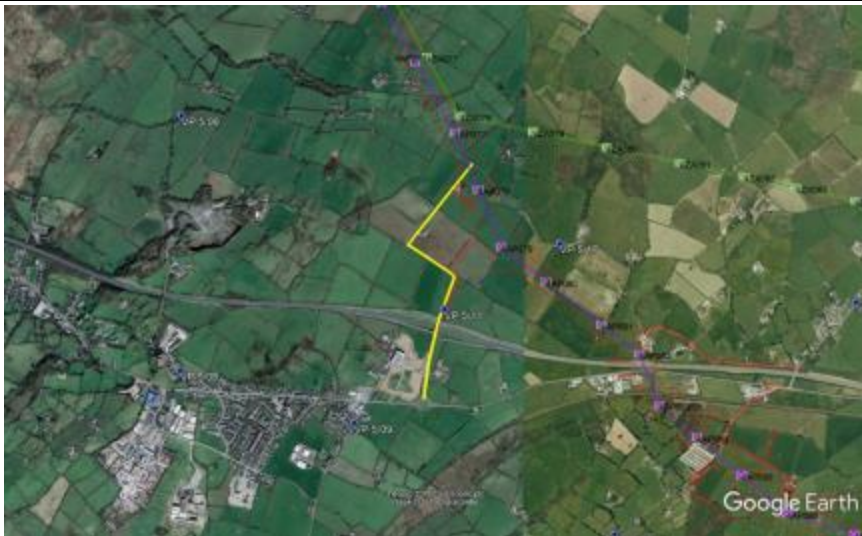
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD05 Road between Talwrn B5109 and B5420 VP-4/10	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	130 m to Proposed OHL	 <p>This road connects B5109 through Talwrn and B5420 and is part of NCR 5. The northern section of the road has views which are filtered by vegetation, with the upper sections of pylons of the existing 400 kV OHL visible over the top of trees in mid-range views. There are some glimpsed long range views of the existing 400 kV OHL towards Snowdonia in the south-east. Towards the south end of the road, by the junction with the B5109, there are closer range views of the existing 400 kV OHL as there is less vegetation to filter views, however this is only along a short section of the road.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very filtered, views of construction of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual for transient receptors on this road.	Negligible
	<i>Users of the NCR</i> Value of Views Medium Susceptibility High Sensitivity High	80 m to Order Limits		Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views beyond the existing 400 kV OHL. Due to the heavy filtering and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
				Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

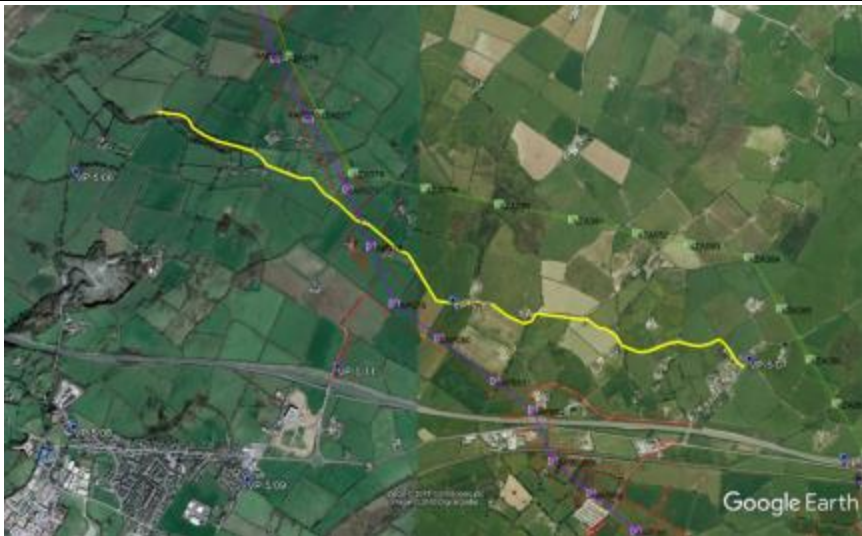
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD06	Road within Talwrn		Value of Views Medium	360 m to Proposed OHL	 <p>This road runs along the south side of Talwrn. Views are filtered by vegetation and built form with glimpsed longer distance views towards the existing 400 kV OHL in the mid-ground.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. As views are very filtered and focused on the road, views of the proposed 400 kV OHL are limited. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to a very small amount of glimpsed views and would be transient and temporary. It is therefore anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
			Susceptibility Medium	310 m to Order Limits		Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be visible in views beyond the existing 400 kV OHL. Due to the filtering and glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
			Sensitivity Medium			Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

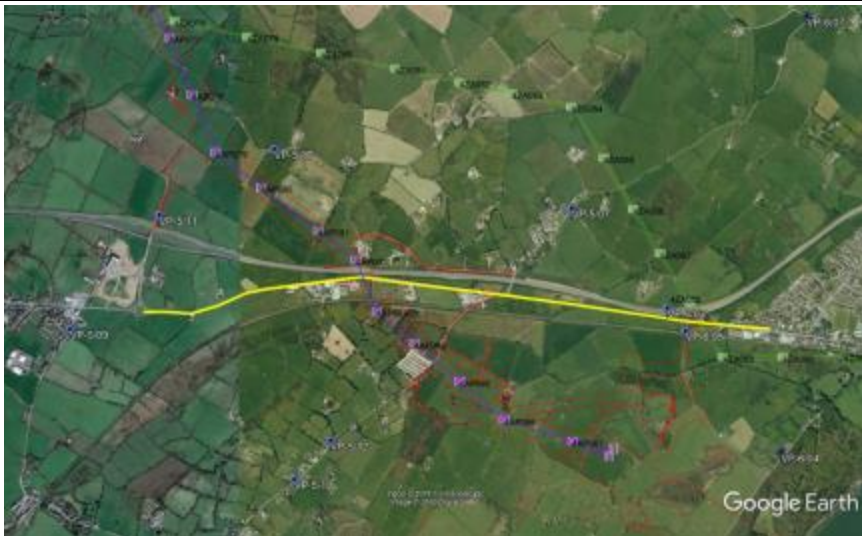
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD07	B5420 between Llangefni and Penmynydd	VP-5/01	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road is the B5420 which connects Llangefni with Ceint and onto Penmynydd to the east. The western sections of road are heavily filtered by mature trees which line the road. Around the junction with Lon Case Cwt, views become more open across surrounding pasture and there are mid-range views of the existing 400 kV OHL to the east and south-east towards Snowdonia on the horizon. The existing 400 kV OHL oversails the road near Pen Ceint where there are close, mid and long-range views of the existing 400 kV OHL heading into the distance, although views are filtered by individual trees and hedgerows. As the road passes through Ceint, views are completely screened by adjacent woodland and tall hedgerows which line the road. To the east of Ceint the landform rises slightly and there are long range views over the wider landscape with the existing 400 kV OHL heading into the distance.</p>	<p>Construction: This road the main HGV construction route (Link 7) accessing the Penmynydd Road Construction Compound, is partially an LGV/tractor trailer construction route (Link 7.1) and has two bellmouth locations, D3 and D4. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths D3 and D4 would require the removal of roadside boundaries. The bellmouth at D3 is the access for the construction compound and would require a section of widening and hedgerow removal although this would be visible for a very short section of road and views towards the compound would be glimpsed. At D4, scaffolding would also be present either side of this section of the road for a short period of time. Although this road us being used for the construction compound, the visual effects of increased traffic on the road for road users is minimal and construction activities only visible at the bellmouth location. It is anticipated there would be a slight change therefore a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the east of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated as would the Penmynydd Road Construction Compound. Due to the undulating nature of the road and filtering by vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse


Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADD08 Lon Case Cwt - Road connecting Talwrn Road with B5420 VP-4/05	Value of Views Medium	570 m to Proposed OHL	 <p>This road is Lon Case Cwt which is located to the east of Llangefni and connects Talwrn and the B5420. There are long range views south from northern sections of the road, although these views are filtered by vegetation and screened by landform and built form in places. Snowdonia is visible on the horizon. In some section the tall hedgerow and mature trees completely screen views. The existing 400 kV OHL broadly parallels the road to the east and with glimpsed views in the mid-ground. Landform and woodland blocks including Gylched Covert partially screen views.</p>	Construction: This road is not a construction route and is not directly affected by the Proposed Development. Views towards construction would be filtered by vegetation. There may be mid-range views of the taller elements of construction activity associated with the overhead line, however, this would be limited to glimpsed views and would be transient and temporary. It is therefore anticipated there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Susceptibility Medium	0 m to Order Limits		Operation Year 1: The proposed 400 kV OHL would be visible in mid to long range views closer than the existing 400 kV OHL. As the effects would be filtered from many sections of the road and would be seen in the context of the existing 400 kV OHL, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Sensitivity Medium			Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse


Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION E							
ROADE01 Road leaving B5420 at Ceint towards Pentre Berw	Value of Views Medium	Susceptibility Medium	Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road connects Ceint with Pentre Berw and is located along the slopes to the south of Malltraeth Marsh. Views to the south and east are foreshortened by rising landform with longer distance views to the north and east as landform falls away to the marsh but both directions heavily filtered by tall hedgerows and mature trees. The existing 400 kV OHL oversails the road to the south of Ceint but is not a prominent feature of views until in close proximity.</p>	Construction: This road is partially a LGV/tractor trailer construction route (Link 32) and has two bellmouth locations, E1 and E2. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. Where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths E1 and E2 would require the removal of roadside boundaries to both sides. Scaffolding would also be present either side of this section of the road for a short period of time. Visual effects of additional traffic on this road would be minimal and majority of views would be screened or filtered towards construction activities. It is anticipated there would be a perceptible change therefore a low magnitude of visual change for transient receptors on this road.	Minor adverse
						Operation Year 1: The proposed 400 kV OHL would oversail the road, parallel to the west of the existing 400 kV OHL. Roadside boundaries at bellmouth locations would be reinstated. Due to the screening by vegetation views would be glimpsed. It is therefore anticipated that there would be a low magnitude of visual effect for transient receptors on this road.	Minor adverse
						Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse


Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE02 A5152 from A5 over the A55 to ROADE03 VP-5/11	Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road varies in character and views, the southern section being the main link from the A5 to the A55 and the northern sections being smaller lanes. Near the A5, views from the road are dominated by the new science park to the west with views south towards Snowdonia on the horizon. Walls and hedgerow filter views east. As the road oversails the A55 it is more elevated with open long distance views to the east and west, panoramic views of Snowdonia with the A55 beneath in the foreground. The existing 400 kV OHL is barely perceptible to the east due to its distance and backclothing but is visible on the horizon to the north. Views along the road to the north of the A55 are more contained by roadside vegetation, the existing OHL still visible above hedgerows but does not dominant due to the changes in road direction. At the northern end views become more open with scattered farmsteads and a number of wood pole lines in views. Panoramic oblique views towards Snowdonia with the existing OHL more prominent in views to the north and east but lower sections still filtered by hedgerows.</p>	<p>Construction: This road is a LGV/tractor trailer construction route (Link 36.1) and has one bellmouth location, E5a. The very southern end of the road provides the HGV links (Link 36 and 12) from the A5 to the A55 and to bellmouth E5a. From the southern sections of the road there would be limited effects from construction due to the screening by hedgerow vegetation. There may be mid-range views of the taller elements of construction activity associated with the overhead line. As receptors cross the A55, construction activities would become more prominent, bellmouth E5a would require the removal of roadside boundaries and would require a section of widening and hedgerow removal although this would only be visible for a short section of road. Along the northern sections of the road views are more open and where the OHL oversails the road receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Scaffolding would also be present either side of the north end of the road for a short period of time. It is anticipated there would be a noticeable change therefore a medium magnitude of visual change for transient receptors on this road.</p>	Moderate adverse
				<p>Operation Year 1: The proposed 400 kV OHL would oversail the northern end of the road as it starts to move away from the existing OHL. The proposed OHL would be more prominent than the existing and would be in oblique views towards Snowdonia near Fron-deg. Roadside boundaries at the bellmouth location would be reinstated. It is anticipated that there would be a medium-low magnitude of visual effect for transient receptors on this road but acknowledged that there would be a more noticeable change at the northern end near Fron-deg.</p>	Minor adverse
				<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse


Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE03	Road from Star toward ROADE01	VP-5/17	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>Long winding road connecting Star with ROAD E01. Views from the eastern end of the road are well screened and filtered by the hedgerows and trees to both sides of the road. As receptors travel south, views open up across pasture with the existing 400 kV OHL in close proximity to the north, although there are areas where views are filtered by hedgerows and built form. There are also mid and long range views of the existing 400 kV OHL heading into the distance and panoramic views of Snowdonia on the horizon. Along the eastern sections of the road, hedgerows become taller and as the elevation drops views become more contained to the road but with some glimpsed views towards Snowdonia and the tops of the existing 400 KV OHL visible to the north above vegetation.</p>	<p>Construction: This road has a very short section of LGV/tractor trailer construction route (Link 36.1) and has two bellmouth locations, E3 and E4. There would be close to mid-range views of construction along a large proportion of this road which runs broadly parallel to the Proposed Development with views of the taller elements of construction activity associated with the overhead line, however ground level activities would be predominantly filtered by vegetation. Bellmouths E3 and E4 would require the removal of roadside boundaries including hedgerows. Scaffolding would also be present either side of this section of the road in two locations for a short period of time. Due to the amount of filtering from hedgerows screening views of ground level activities it is anticipated there would be a slight change and therefore a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
			Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would be seen in close to long range views to the south in the opposite direction to the existing OHL increasing the extent of pylons in views and in views towards Snowdonia. However this would be for a short section of road near the junction of ROADE02 and Fron-deg (R5/02191). As receptors travel east, the prominence of the new pylons would be reduced as they drop in elevation and become more filtered by vegetation. Therefore it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road but acknowledged that there would be a more noticeable localised change around Fron-deg (R5/02191).</p>	Minor adverse
			Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse


Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE04 A5 Holyhead Road between Gaerwen and Llanfairpwll	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>Main road between Gaerwen with Llanfairpwll. Views along this road are quite channelled by the vegetation to either side, particularly to the north adjacent the A55. There are longer distance glimpsed views to the south and east towards Snowdonia on the horizon and the existing 400 kV OHL can be seen near Llanfairpwll where the OHL oversails the road. Small industrial areas along this road also filter views in places.</p>	<p>Construction: This road is a HGV construction route (Link 13). For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. There may be mid-range views of the taller elements of construction activity associated with the overhead line. Where the OHL oversails the road, receptors would have views of scaffolding which would also be present either side of this section of the road but other activities would mainly be screened. Although this is a busy main road, additional traffic may be noticeable as this road form part of the route for the tunnel construction traffic. Taller activities at Braint THH/CSEC may be visible from the road to the south but this would be at some distance. It is anticipated there would be a slight change therefore a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
	Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road in a different location to the existing OHL and would be visible to the south in views towards Snowdonia albeit for a short section of road. As receptors pass beneath the OHL it moves away from the road to the south and has less effect on views to Snowdonia. The low height pylons become backclothed and Braint THH/ CSEC would not be a noticeable feature. In views north the proposed OHL would be seen with the small industrial areas but would still become a prominent feature. As this is a main road and receptors are travelling at speed it is therefore anticipated that there would be a medium-low magnitude of visual effect for transient receptors on this road.</p>	Minor adverse
	Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

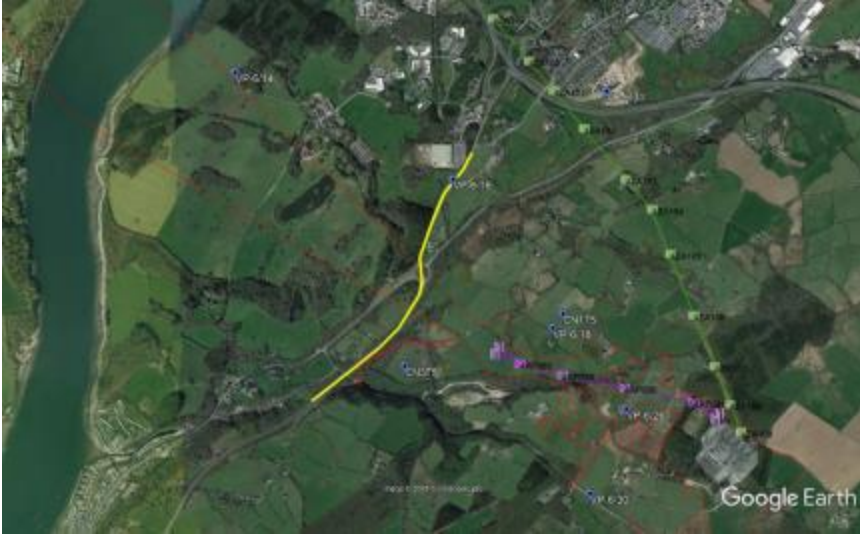
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE05	A55 North Wales Expressway between Gaerwen and Star	Value of Views Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This is the main road from Bangor to Holyhead and is used often as a tourist route to access Anglesey. The road rises and falls with the low ridgelines and marshy areas with many areas in cutting which limits views. There are long distance views as across Malltraeth Marsh where the existing 400 kV OHL is visible on the distant horizon. As receptors travel east past Gaerwen over a low ridgeline, views open up towards Snowdonia, before the road drops in elevation towards Llanfairpwll. The existing 400 kV OHL oversails the A55 at Llanfairpwll.</p>	<p>Construction: This trunk road provides the main construction routes on and off Anglesey. For the majority of this road, there would be very limited effects from construction due to the screening by landform and vegetation. There may be mid and long range views of the taller elements of construction activity associated with the overhead line. Where the OHL oversails the road, receptors would have views of scaffolding which would also be present either side of this section of the road but other activities would be screened as the road is in a cutting at this location. Although this is a busy main road, additional traffic may be noticeable as this road potentially forms part of the route for the tunnel construction traffic. Taller activities at Braint THH/CSEC may be visible from the road to the south but this would be at some distance. It is anticipated there would be a slight change therefore a medium-low magnitude of visual change for transient receptors on this road.</p>	Minor adverse
		Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would oversail the road in a different location to the existing OHL and would be visible to the south in views towards Snowdonia albeit for a short section of road. As receptors pass beneath the OHL it moves away from the road to the south and has less effect on views to Snowdonia. The low height pylons become backclothed and Braint THH/ CSEC would not be a noticeable feature. Views across Malltraeth Marsh would see the proposed OHL in the context of the existing and would have little effect on views. As this is a main road and receptors are travelling at speed it is therefore anticipated that there would be a medium-low magnitude of visual effect for transient receptors on this road but limited to the areas around Gaerwen.</p>	Minor adverse
		Sensitivity Medium			<p>Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse


Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE06	Road from the A5 to Llanddaniel Fab	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This road links the A5 to Llanddaniel via Ysgol Parc y Bont. This road is part of NCR 8. The changing typography of this road means allows views to vary, however it generally has very filtered views of the existing line due to dense woodlands and hedgerows. Most of the road is classified as a low value view apart from occasional points where the vegetation breaks up and allows long distance view south to Snowdonia National Park.</p> <p>Residential properties follow the road from Llanddaniel towards the existing line sitting to the north and south. The properties have very screened views of the line as they do not face east and dense mature planting create strong screens. A wood pole line runs along the north and south of the road at different points, overlapping at some points as well as crossing the road. There are long-range views along the length of the road with more open views from the very east of the road although this is filtered in places.</p>	Construction: This road is partially a LGV/tractor trailer and HGV construction route (Link 14) at the north end, but not for tunnel construction, and has two bellmouth locations, E6 and E7. For the majority of this road, there would be very limited effects from construction due to the screening by vegetation. However, at the northern end of the road, receptors would have close and mid-range views towards construction activity associated with the overhead line including, construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Bellmouths E6 and E7 would require the removal of roadside boundaries. Scaffolding would also be present either side of this road for a short period of time. Some vegetation removal would be apparent at the northern end of the road and therefore there would be a slight change therefore a localised medium-low magnitude of visual change for transient receptors on this road.	Moderate adverse
	VP-5/12 VP-5/13	<i>Users of the NCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: The proposed 400 kV OHL would oversail the northern end of the road. This would be a prominent feature in an area not affected by the existing OHL, but views would be filtered by roadside vegetation. Braint THH /CSEC would not be visible to do the drop in elevation. Roadside boundaries at bellmouth locations would be reinstated. As the proposed OHL would be seen for only for a short section of the road it is anticipated that there would be a perceptible change and it is therefore anticipated that there would be a low magnitude of visual change but limited to the northern section of the road.	Minor adverse
					Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

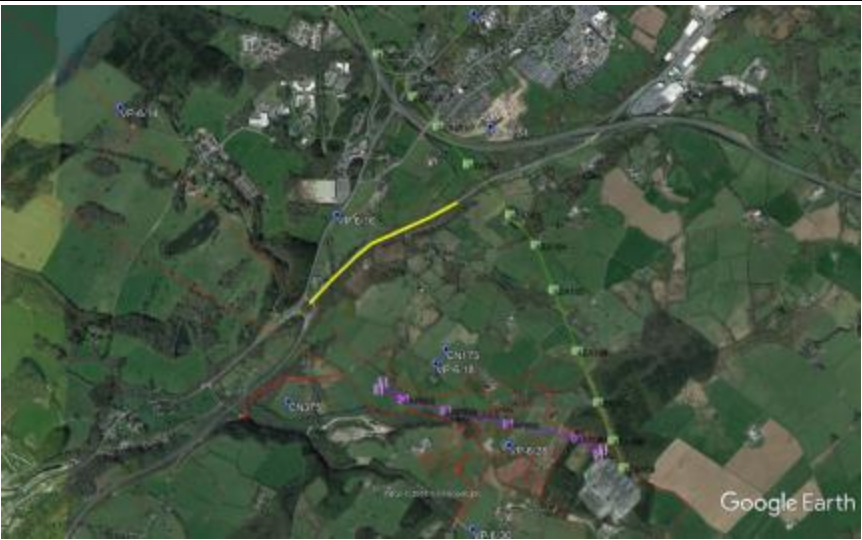
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADE07	Road from A5 towards Star VP-5/07	<i>Receptors in Vehicles</i> Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>This short stretch of road connects the A5 and Star, with part of the road on a road bridge over the A55. This road is part of NCR 8. There are open long distance views to the south-east towards Snowdonia on the horizon, however, from the road these are filtered by hedgerows and properties. The existing 400 kV OHL is visible to the east as it heads towards Llanfairpwll and over the Menai Strait.</p>	Construction: The bridge over the A55 is a HGV construction route (Link 11). There would be mid and long range views of construction activity associated with the overhead line and Braint THH/CSEC to the south. Construction would be visible as a series of discrete sites and would largely blend into the background with taller activities at Braint THH/CSEC visible from the road but filtered by vegetation. Due to the filtering and transient nature of views it is therefore anticipated that there would be a low magnitude of visual change.	Minor adverse
		<i>Users of the NCR</i> Value of Views Medium Susceptibility High Sensitivity High			Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be filtered by hedgerows and built form and backclothed. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
					Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

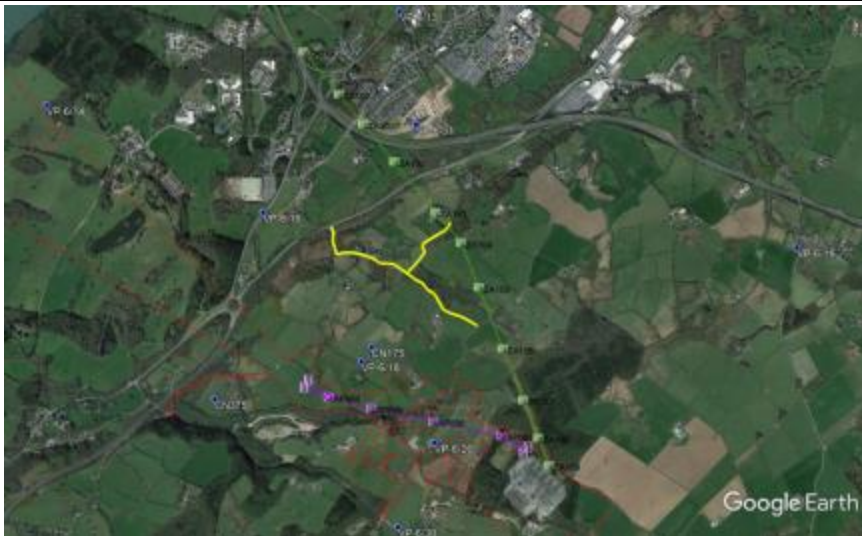
Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION F - ANGLESEY							
ROADF01 Road between A5 and A4080 Ffordd Brynsiencyn VP-6/05	Value of Views Medium	Susceptibility Medium	Sensitivity Medium	450 m to Proposed OHL Within the Order Limits	 <p>This road connects the A5 and A4080 Ffordd Brynsiencyn. The southern sections of the road have filtered views across pastures with hedgerows and mature woodland blocks. There are no long distance views due to the landform and vegetation. Wood poles run the length of the road, on both sides at some points. Two small clusters of properties along road filter views further. To the north, the road becomes more elevated crossing a bridge over the railway line. The existing 400 kV OHL is in close proximity to the north. At this elevated location there are longer distance views north of rolling pasture fields and north-east to Llanfairpwll. Snowdonia can be seen to the south. However views from the bridge are limited in part due to parapet walls which screens views from lower vehicles.</p>	Construction: This road is the main route for tunnel construction traffic (Link 15.1) and would be closed to through traffic during the construction period. Two bellmouths, F1 and F1C, are located on the road which would require some vegetation removal. Since road users would be diverted, visual effects would be limited to those road users accessing properties along the road. There would be mid-range views of construction activity associated with the proposed 400 kV OHL and Braint THH/CSEC although this would be filtered by woodland blocks. As the road crosses the railway bridge there may be glimpses of taller construction activity associated with the proposed 400 kV OHL over the parapet walls, but these would be brief in nature. It is anticipated that there would be a low magnitude of visual change.	Minor adverse
						Operation Year 1: The proposed 400 kV OHL would be located to the east of the road, views filtered by vegetation and glimpses over the parapet walls of the railway bridge. Braint THH/CSEC would not be visible due to the filtering vegetation. Roadside boundaries at bellmouth locations would be reinstated. As the proposed OHL would be seen in glimpsed views from the road it is anticipated that there would be a perceptible change and it is therefore anticipated that there would be a low magnitude of visual change.	Minor adverse
						Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

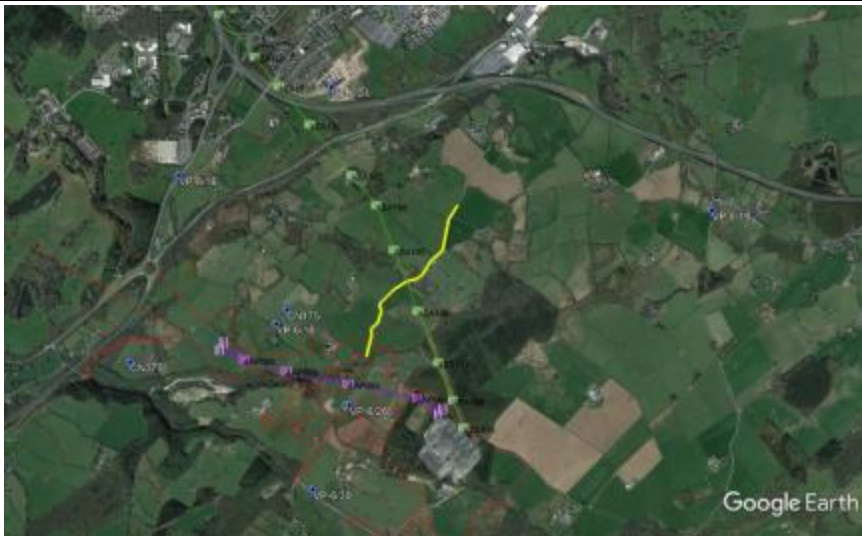
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF02 Ffordd Brynsiencyn (A4080) between Llanfairpwll and Plas Newydd VP-6/01 VP-6/04	Value of Views High Susceptibility Medium Sensitivity High	650 m to Proposed OHL 0 m to Order Limits	 <p>This road connects Llanfairpwll to Brynsiencyn past Plas Newydd and is located on the boundary between the Anglesey Area of Outstanding natural Beauty (AONB) and Anglesey Southern Estatelands SLA. It is a key tourist route to the south of the island and to tourist attractions including Plas Newydd and the Sea Zoo. Along the southern side of the road views are screened by a wall and dense woodland associated with the Plas Newydd Estate views screens views to the Menai Strait and Snowdonia. Generally views north consist of pasture with hedgerows and large blocks of woodland with slightly rising ground limiting the extent of views. The existing 400kV OHL is only visible to the far north at Llanfairpwll and does not influence views from this road.</p>	Construction: This road is a construction route (Link 16) for enabling works and an emergency route for the THH/CSEC construction and has one bellmouth location, F2. There would be mid-range views of construction activity associated with the overhead line and Braint THH & SEC to the west although these would be heavily filtered by vegetation with taller activities potentially visible. Due to the filtering and transient nature of views it is therefore anticipated that there would be a low magnitude of visual change.	Minor adverse
				Operation Year 1: There would be limited mid-range views of the proposed 400 kV OHL where it would be barely visible in views due to the filtering and screening by woodland blocks. Due to the heavy screening and minimal glimpsed views, it is anticipated that there would be a negligible magnitude of visual change for transient receptors on this road.	Negligible
				Operation Year 15: The negligible magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Negligible

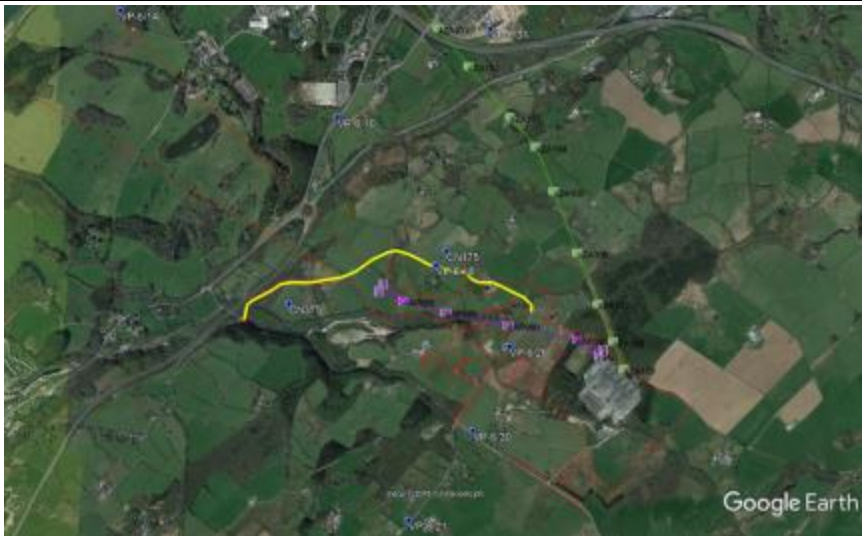
Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRoW to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
SECTION F - GWYNEDD						
ROADF03 A5487 between the A55 North Wales Expressway and the B4547 VP-6/16	Receptors in Vehicles	Value of Views Medium Susceptibility Medium Sensitivity Medium	400 m to Proposed OHL	 <p>This road connects the A55 near Parc Menai with Y Felinheli along the A5487 and crosses a roundabout south of the Vaynol Estate. This road is part of NCR 8 but as it is a main road this has not affected the susceptibility. The majority of the road is very well screened by woodland and rising landform either side of the road. There are, however views from the north sections of the road where it is more elevated with views across rolling pastures towards Snowdonia with the existing 400 kV OHL visible to the north-west.</p>	Construction: This road is partially a HGV construction route (Link 18). Construction activities associated with the proposed 400 kV OHL and Tŷ Fodol THH/CSEC would be visible in mid-range views from the northern sections of the road however these would be brief in nature. The OHL construction activity would be short term, however there would be views towards Braint THH/CSEC which would be visible for the duration of the works, although this would only form a small proportion of the views. Due to the surrounding topography, construction activities for the majority of views from the road would not be perceptible. It is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
	Users of the NCR	Value of Views Medium Susceptibility High Sensitivity High	20 m to Order Limits		Operation Year 1: The proposed 400 kV OHL and Tŷ Fodol THH/CSEC would be located to the south-east of the road with majority of views screened by vegetation and landform. From more elevated northern sections of the road there would be views across to the Proposed Development where the OHL would be visible between Tŷ Fodol THH/CSEC and Pentir Substation. The top of the THH and the gantries at the CSE would also be visible, but both with a distant backdrop of Snowdonia. As the effects would only be over a very localised section of road in glimpsed views from the road it is anticipated that there would be a perceptible change and it is therefore anticipated that there would be a low magnitude of visual change.	Minor adverse
					Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse


Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect		
ROADF04 B4547 between junction with A487 and B4366 VP-6/30	Receptors in Vehicles	Value of Views Medium	Susceptibility Medium	350 m to Proposed OHL	 <p>The road connects the A487 to B4366 passing by the entrance to Vaynol before rising in elevation towards Pentir Substation. The section of road by Vaynol is part of NCR 8. Along the southern sections of the road views are very contained by dense woodland on both sides of the road which screens views out completely. As the road rises to the north views become more open with views south and east towards Snowdonia on the horizon. Existing 400 kV OHLs are not perceptible until closer to Pentir Substation where the 4ZB is visible heading south. Woodland blocks around Pentir Substation screens views with only the tops of pylons visible.</p>	Construction: This road is a HGV construction route (Link 19) and has one bellmouth location, F14, which is the main access for the substation and construction compound. Users of NCR 8 would be diverted for the duration of the construction period to avoid tunnel construction traffic. There would be mid and long range views towards construction activity associated with the proposed 400 kV OHL but views would be filtered by vegetation and glimpsed over landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. From more elevated areas of the road to the south with more open views there would be filtered views of the works around Pentir Substation. Bellmouth F14 at Pentir Substation would require some widening but seen in the context of the existing entrance. Although this is a busy road, additional traffic may be noticeable as this road forms part of the route for the tunnel construction traffic. As the effects would be localised it is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road.	Minor adverse		
			Sensitivity Medium					Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views over landform and vegetation. As the effects would be seen in the context of the existing Pentir Substation, it is anticipated that there would be a low magnitude of visual change for transient receptors on this road.	Minor adverse
			Users of the NCR						
	Susceptibility High								
	Sensitivity High								
						Within the Order Limits			

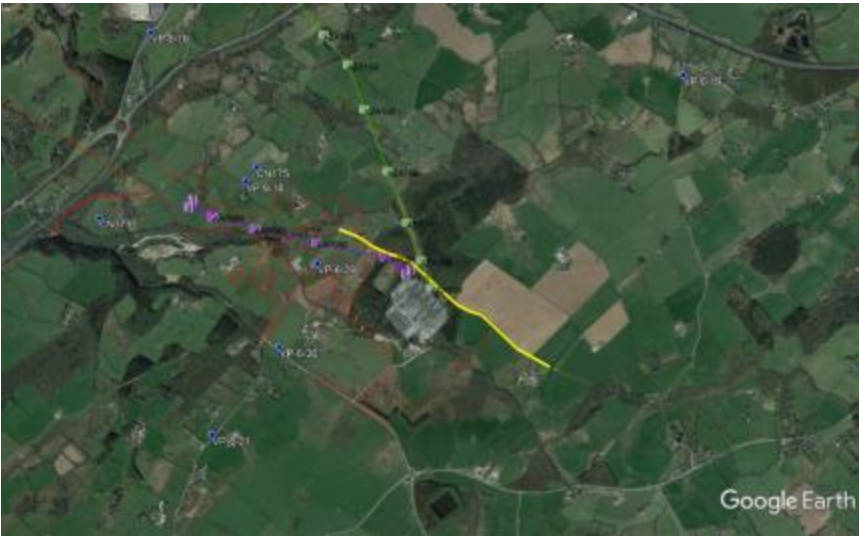
Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF05 A4087 between the A55 and B4547	Value of Views Medium	500 m to Proposed OHL	 Main road connecting the A55 with the roundabout with the B4547. Views are contained to the road corridor with steep slopes and vegetation to either side. There are no long distance views. The existing 400 kV OHL oversails to the east but at height above the road.	Construction: This road is a contingency construction route (Link 18.1). There would be no views of any construction activity. It is therefore anticipated that there would be a negligible magnitude of change.	Negligible
	Susceptibility Medium	430 m to Order Limits		Operation Year 1: There would be no views towards the Proposed Development due to the surrounding landform and vegetation. It is anticipated that there would be a no change for transient receptors on this road.	No effect
	Sensitivity Medium			Operation Year 15: The no change described for Year 1 would continue to be experienced by receptors.	No effect

Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF06 Hafod Lane & Cyttir Lane	Value of Views Medium	230 m to Proposed OHL	 <p>This road connects the A4087 to ROAD F07 to the east of Pentir Substation. Views are heavily filtered by vegetation and rising landform in the adjacent fields which screen views to the east and south. There are some longer distance views to the north towards Anglesey with the existing 400 kV OHL in mid to long range views. To the very east end of the road the views are more open and the existing 400 kV OHL is visible in close, mid and long-range views heading into the distance and views towards the woodland surrounding Pentir Substation. There are also views towards Snowdonia.</p>	<p>Construction: This road is not a construction route and is not directly affected by the Proposed Development. There would be mid and long range views towards construction activity associated with the 400 kV OHL. Views would be glimpsed over vegetation and landform, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. It is therefore anticipated that there would be a low magnitude of visual change.</p>	Minor adverse
	Susceptibility Medium	275 m to Order Limits		<p>Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views to the west but would be heavily filtered from most of the road. At the eastern end there would be more open views towards the OHL to the south but seen in the context of other 400 kV OHL. It is anticipated that there would be a low magnitude of visual change for transient receptors on this road limited to the eastern end.</p>	Minor adverse
	Sensitivity Medium			<p>Operation Year 15: The low magnitude of visual change described for Year 1 would continue to be experienced by receptors.</p>	Minor adverse

Ref No. Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF07 Road north of Fodolydd Lane towards Cyttir Lane and A55 Junction 10	Value of Views Medium	170 m to Proposed OHL Within the Order Limits	 <p>This road connects Fodolydd Lane to Cyttir Lane and continues to the A55. Views from the northern sections of the road comprise open views of pastures with the existing 400 kV OHL visible in the distance towards Pentir Substation, which is partially screened by surrounding woodland. The existing 400 kV OHL oversails the road trees filtering views in close proximity to the OHL. To the south of the existing 400 kV OHL there are close and mid-range views of two existing 400 kV OHL heading towards Pentir Substation to the north. Views are open in all directions with some woodland blocks in mid-range views. There are views to Snowdonia along the length of the road.</p>	Construction: This road is not a construction route (although a small section at the southern end is being used for enabling works) and has two bellmouth locations, F6 and F7. There would be mid and long range views towards construction activity associated with the 400 kV OHL. Views would be glimpsed over vegetation, activities only becoming visible during individual pylon construction and conductor pulling activities when taller equipment would be visible, for example the cranes used for erecting pylons. These would only be present at each pylon location for a short period of time. At the southern end of the road effects would be more noticeable with the cross over bellmouths F6 and F7 where roadside boundaries would require localised removal. The access tracks for the tunnel construction would cross this road and the tracks and traffic would be a noticeable change. It is therefore anticipated that there would be a medium magnitude of visual change although limited to the southernmost section of the road.	Moderate adverse
	Susceptibility Medium			Operation Year 1: The proposed 400 kV OHL would be visible in mid-range views to the west but seen in the context of other 400 kV OHLs. At the southern end there would be more open views towards the OHL to the south. It is anticipated that there would be a medium-low magnitude of visual change for transient receptors on this road limited to the eastern end.	Minor adverse
	Sensitivity Medium			Operation Year 15: The medium-low magnitude of visual change described for Year 1 would continue to be experienced by receptors.	Minor adverse

Ref No.	Road Name/ Location Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF08	Fodolydd Lane VP-6/18	Value of Views Medium	30 m to Proposed OHL Within the Order Limits	 <p>Fodolydd Lane connects the B4547 to roads surrounding Pentir Substation. Views from the western sections of the road are heavily filtered by woodland and rising landform. As the road becomes more elevated there are more open views across pastures and rising ground towards Snowdonia. There are also longer distance views north towards Anglesey although hedgerow boundaries filter views from receptors on the road. The existing 400 kV OHL is visible in mid and long range views to the north and is filtered in places by mid-ground vegetation. Towards the east views from the road become more filters by landform and scattered properties with Pentir Substation screened by surrounding woodland.</p>	<p>Construction: This road is a LGV construction route (Link 30) and has three bellmouths; F3, F4 and F5. There would be close and mid-range views of construction activity associated with the 400 kV OHL, Tŷ Fodol THH/CSEC and the extension to Pentir Substation. Although the construction of the proposed 400 kV OHL would be transient and temporary, the construction of Tŷ Fodol THH & CSEC would be visible for the entire duration of the works. The road would also be widened along the western lengths to provide future access to the THH/CSEC. The bellmouths would require some hedgerow removal. At the eastern end of the road, the access tracks associated with the tunnel construction would become more visible. An area of woodland surrounding Pentir Substation, would be removed, opening views up around the substation. Due to the proximity, open views and duration of the works to the road it is anticipated that there would be a medium magnitude of visual change but limited to areas close to Tŷ Fodol THH/CSEC and Hafodol Uchaf (R5/08407).</p>	Moderate adverse
		Susceptibility Medium			<p>Operation Year 1: The proposed 400 kV OHL would be visible in close and mid-range views broadly parallel to the road and would be prominent in views. Views of Tŷ Fodol THH/CSEC would be limited to the road adjacent to the site as proposed landforms and planting would screen views from the rest of the road although as planting would not be of sufficient size to screen there would be views of the THH and gantries from sections of this road. It is therefore anticipated that there would be a medium magnitude of visual change.</p>	Moderate adverse
		Sensitivity Medium			<p>Operation Year 15: The mitigation planting surrounding Tŷ Fodol THH/CSEC would continue to mature further screening views but the effects from the proposed 400 kV OHL would remain. It is therefore anticipated that the magnitude would be slightly reduced and there would be a medium-low magnitude of visual change.</p>	Minor adverse

Ref No.	Road Name/ Location	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF09 Road between Seion and Garth Farm VP-6/21 VP-6/26	Value of Views Medium Susceptibility Medium Sensitivity Medium	Oversailed by the proposed OHL and within the Order Limits	 <p>Road connects the Seion with the B4547 and onto Garth Farm. On the southern section of the road views are filtered by hedgerows to both sides. Snowdonia is visible to the south and east. As the road drops down to the B4547, there are glimpsed views towards Pentir Substation and multiple 400 kV OHLs. Tops of equipment within the substation are briefly visible. To the north of the B4547 views are more open across pastures with Pentir Substation and the existing 400 kV OHL filtered by trees and woodland. To the north there are open views towards Anglesey with scattered properties and wood pole lines in the foreground.</p>	<p>Construction: This road is not a construction route (although a small section is being used for enabling works and emergencies) and has two bellmouth locations, F10 and F11, forming a cross over for pylon construction. There would be close, mid and long-range views towards construction activity associated with the overhead line where activities would include construction at the individual pylon locations, presence of equipment and movement of construction vehicles. Construction at Tŷ Fodol THH/CSEC would also be visible around Garth Farm. Bellmouths F10 and F11 would require the removal of roadside boundaries. Although the construction of the proposed 400 kV OHL would be transient and temporary, the construction of Tŷ Fodol THH/CSEC would be visible for the entire duration of the works. Due to the proximity, open views and duration of the works to the road it is anticipated that there would be a medium magnitude of visual change but limited to areas close to Garth Farm.</p>	Moderate adverse	
				<p>Operation Year 1: The proposed 400 kV OHL would be visible in close and mid-range views and would be prominent in views. Views of Tŷ Fodol THH/CSEC would be limited to the tops of gantries as proposed landforms and planting would screen views. It is therefore anticipated that there would be a medium magnitude of visual change.</p>	Moderate adverse	
				<p>Operation Year 15: The mitigation planting surrounding Tŷ Fodol THH/CSEC would continue to mature further screening views but the effects from the proposed 400 kV OHL would remain. It is therefore anticipated that the magnitude would be slightly reduced but would remain as a medium magnitude of visual change.</p>	Moderate adverse	

Ref No.	Road Name/ Location	Relevant Viewpoints	Value, Susceptibility & Sensitivity	Distance from PRow to Nearest Part of Proposed Development	Description of Baseline Views	Magnitude of Effect	Significance of Effect
ROADF10	Road just south of Fodolydd Lane north of Pentir Substation		Value of Views Medium Susceptibility Medium Sensitivity Medium	20 m to Proposed OHL Within the Order Limits	 <p>This road runs along the northern edge of Pentir Substation. At the western end of the road there are open views over pastures towards the existing 400 kV OHL with the woodland surrounding Pentir Substation to the south screening views. The road passes through an area of woodland which screens views with glimpses of the substation to the south. The existing 400 kV OHL oversails the road and is visible in close-range views at this location. To the east there are views towards Snowdonia National Park and another 400 kV OHL.</p>	<p>Construction: The western end of the road has two bellmouths, F8 and F9, forming a cross over for a tunnel access track. There would be close and mid-range views towards construction activity associated with the proposed 400 kV OHL and Pentir Substation extension. There would be significant removal of woodland along the road which would open up very close range views towards Pentir Substation. The bellmouths would require removal of roadside boundaries. Although the construction of the proposed 400 kV OHL would be transient and temporary, the construction of the Pentir Substation extension would be visible for a longer duration of the works. It is therefore anticipated that there would be a medium magnitude of visual change.</p>	Moderate adverse
						<p>Operation Year 1: The proposed 400 kV OHL would be visible in close and mid-range views and would be prominent in views but in the context of the existing 400 kV OHLs in this area. Views of Pentir Substation would be filtered as proposed landforms and planting would be in place but not established enough to provide screening. It is therefore anticipated that there would be a medium magnitude of visual change.</p>	Moderate adverse
						<p>Operation Year 15: The mitigation planting surrounding Pentir Substation would continue to mature further screening views but the effects from the proposed 400 kV OHL would remain. It is therefore anticipated that the magnitude would be slightly reduced and there would a medium-low magnitude of visual change.</p>	Minor adverse

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